Rose Bowl Supercross

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Squirtin' dirt

The men and machines of the Grand National circuit

Looking over Bill Werner's shoulder

Davey Camlin interview

Complete National numbers list

Test: Honda 750 Magna

Scalzo on Swede Savage

TIME DATED MATERIAL MAILED MAY 18, 1993

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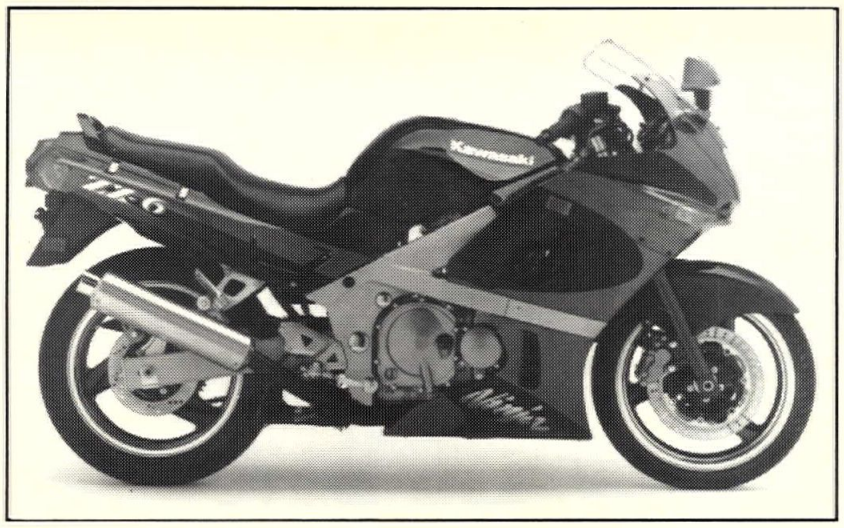
NINJA ZX-6/KLX650



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Kawasaki
Let the good times roll.

Swedish riders dominated their home-country round of the World Championship 500cc MX Series, held in Nykoping, Sweden, May 16. Swede **Jorgen Nilsson** (Hon) was the overall winner, while fellow countryman **Marcus Hansson** (Hon) finished second. New Zealander **Darryl King** (Kaw) finished third. Nilsson sits atop the series point standings.

Round four of the World Championship 125cc MX Series at Gdynia, Poland, May 16, saw Frenchman **Yves Demaria** (Suz) nab the overall win ahead of Dutchman **Peter Beirer** (Suz). Swede **Joakim Karlsson** (Suz) finished third. Frenchman **Mikael Pichon** was fourth, while Dutchman **Pedro Tragter** (Suz) finished fifth and continues to lead the series point standings.

Floridian **John Ashmead** (Kaw) won the opening round of the WERA F-USA road race series at Road Atlanta in Braselton, Georgia, on May 16, topping the Formula II (250cc) bikes of **Chris D'Aluisio** (Yam) and **Rich Oliver** (Yam) in the two-race format. The first leg saw TZ250-mounted Oliver take the win over TZ250-mounted D'Aluisio and ZXR750-mounted Ashmead, with Ashmead taking the win in race two over D'Aluisio and Oliver. Ashmead's win in race two was enough to break the tie between himself and D'Aluisio. D'Aluisio, though, bounced back to win the Formula II race, topping Oliver and **Takahito Mori** (Yam). The F-III race was won by **Tommy Hayden** (Hon) over his brother **Nicky Hayden** (Hon) with **Rodney Fee** (Hon) rounding out the top three.

Team Suzuki Endurance II (Suz) won the four-hour WERA National Endurance Series round at Road Atlanta on May 15. **Gold Hill Racing** (Yam) finished second and **Dutchman Racing** (Yam) was third. **Kurt Hall, Michael Martin** and **Chuck Graves** shared the riding duties for the winning team.

Tim Frazier scored the 800cc class win at the opening round of the AMA National Championship Hillclimb Series, held at the Iron Horsemen Clubgrounds in Goshen, Indiana, May 16. **Bob Castledine** was second, ahead of **Greg Williams** . **Scott Everett** topped **Steve Dresser** in the 540cc class.

Rodney Smith (Suz) won the fifth round of the AMA/Wiseco/Yamaha/Dunlop Grand National Cross Country Series in Brownsville, Pennsylvania, May 16. Smith topped defending champ **Scott Summers** (Hon) by just one bike length. **Fred Andrews** (Yam), **Tom Norton** (Kaw) and **Doug Blackwell** (Kaw) rounded out the top five overall.

Danny Hamel (Kaw) scored the overall win at the final round of the National Championship Hare & Hound Series in Wells, Nevada, May 15. **Ty Davis** (Kaw) was second ahead of **Greg Zitterkopf** (KTM). Fourth and fifth overall went to **Dan Richardson** (Hon) and **Larry Roeseler** (Kaw), respectively.

Camel Honda's **Tom Kipp** underwent surgery on May 7 to repair the leg he broke in his crash at Charlotte Motor Speedway on May 2. Kipp, who crashed into Miguel DuHamel's fallen Kawasaki while running second in the AMA Superbike National at Charlotte, had a rod placed in his right tibia (lower leg) at the Cleveland Clinic in Cleveland, Ohio. Kipp could be out from six weeks to three months, according to doctors. "I'm gonna miss Road America (June 13) and probably Loudon (June 20), but I am going to try and be ready for Road Atlanta (July 18) and for sure Mid-Ohio (August 8)," Kipp said. "The leg looks really good for as badly as it has been traumatized, it looks almost better than my good one. The doctors say it normally takes 10 to 14 weeks for a full recovery but I think because of the great job they did on me and the way it looks right now, I could be fully recovered in nine to 12 weeks. I'm going to be walking in less than a month."

Kipp's Honda RC30 will be used as a backup bike by teammate **Mike Smith** and will not be offered to another rider, according to team owner **Martin Adams.** "If he (Kipp) was out for the season, then we'd find somebody to ride it, but Tom's coming back. He'll be at all the races and I think putting somebody on the bike would be sending a bad message to Tom Kipp, and we don't want to do that. Mike (Smith) will have two bikes and that should get us to a race set-up faster." Smith, who has not ridden a 600 since Daytona, will rejoin the class, riding a Camel Honda CBR600 in the AMA/CCS 600cc Supersport races in Kipp's absence. "I had offered the second 600 to Mike Hale, but he had some conflicting dirt track races," Adams added.

ARMOR, the AMA's **accident medical insurance plan**, is now being offered for the first time to members participating in any AMA-sanctioned, non-professional road-riding or racing event. Members who buy ARMOR insurance will have their choice of three levels of coverage: 1) An annual $75 premium provides $2500 medical and dental coverage, plus $15,000 accidental death and dismemberment (AD&D) benefits. 2) $100 per year provides $5000 medical/dental; $25,000 for AD&D. 3) $150 per year provides $10,000 medical/dental; $25,000 AD&D. Members can also buy optional income protection coverage. For more information or to request an application form call 800/AMA-JOIN. Coverage is effective as soon as your application and premium are received at the AMA office. There is no waiting period.

The Rose Bowl track on which Team Honda's **Jeremy McGrath** scored his runaway Camel Supercross title-clinching win last Saturday night was a first-ever design by long-time Mickey Thompson Entertainment Group (MTEG) employee **Glenn Scott**. "Glenn did an outstanding job with his first offical track design," said **Ric Miller**, MTEG vice president operations. "It is unusual to have so many complimentary remarks about a track from so many people who know the sport best. We're proud of Glenn."

In the days leading up to the Pasadena Supercross, Team Kawasaki suffered two more injuries in what has already been an injury-riddled season. First it was Team Green support rider **Craig Decker**, who broke his right femur and fractured his right wrist while practicing on Kawasaki's practice track in Corona, California, during the week. Decker came up short over a double after hitting neutral, landing so hard that he broke both the bones without even crashing. After having a metal rod inserted in his leg, Decker returned home to Palm Desert, California. Meanwhile, factory rider **Michael Craig**, who has been having an impressive season and was sitting in sixth place going into Pasadena, broke his left ankle in practice the day before the race. Craig came up short over a triple and was thrown over the bars. Craig had a cast placed on the injured ankle and is hopeful of returning to action for either the next supercross round in San Jose on June 5, or the final round in Las Vegas on June 12. On a positive note, team rider **Ryan Hughes** competed in his first supercross of the year after breaking his leg in a pre-season crash. Hughes, who first returned to action last week at round two of the 125cc National MX Series in Southwick, Massachusetts, placed a respectable fourth in the 125cc main event. **Mike Kiedrowski** is the only top Kawasaki rider not to have been injured this year, as round-one winner **Mike LaRocco** missed several rounds with a broken wrist.

Kawasaki Team Green hot-shot **Robbie Reynard**, one of the most highly-touted young riders to come on the professional MX scene in many a year, has signed a three-year contract with Team Kawasaki, and will contest next year's Eastern Regional 125cc Supercross and 125cc National MX Series. Reynard turns 16 on May 27, when he will receive his AMA Pro license. The rider from Moore, Oklahoma, will compete at the remaining supercross and motocross rounds on this year's sched-

Schwantz wins, takes points lead in Austria

Lucky Strike Suzuki's Kevin Schwantz won a hard-fought battle from Rothmans Honda's Michael Doohan in the Austrian Grand Prix in Salzburg, Austria, on May 16, taking his third 500cc GP win of the season and the 22nd of his career. With the win, Schwantz took the lead in the 500cc World Championship over Marlboro Yamaha's Wayne Rainey, who was third in Austria, 111-106.

Schwantz, who the day before had recorded his fifth straight pole position, and Doohan battled throughout the 76-mile race at the ultra-fast Salzburgring, with the Texan topping the Australian by a scant .49-of-a-second at the finish line. Rainey was another 4.4 seconds behind the lead duo, and only .062-of-a-second in front of Lucky Strike Suzuki's Alex Barros. Fifth place went to Rainey's Marlboro Yamaha teammate Luca Cadalora.

Cagiva's Doug Chandler finished eighth, the Californian battling through suspension and throttle sticking problems after leading the race in the early laps.

In the 500cc point standings, Schwantz, with 111 points, is five clear of Rainey's 106 points. Rothmans Honda's Daryl Beattie, seventh in Austria, is third with 68 points. Doohan and Marlboro Honda's Alex Criville, a non-finisher in Austria, round out the top five with 55 and 48 points, respectively.

Italian Doriano Romboni scored the first 250cc Grand Prix win of his career in Austria, the HB Honda rider narrowly defeating fellow Italian Loris Capirossi, on a Marlboro Honda, and HB Honda Germany's Helmut Bradl. Aprilia's Loris Reggiani and Rothmans Honda's Max Biaggi rounded out the top five finishers.

The 250cc World Championship, though, continues to be led by Teklor Yamaha's Tetsuya Harada, who finished sixth in Austria. The Japanese rider has 105 points to Romboni's 68. Biaggi and Lucky Strike Suzuki's John Kocinski, seventh in Austria, are tied for third with 58 points with HRC's Tadayuki Okada, who crashed and suffered a broken arm in Austria, fifth with 55 points.

The 125cc GP was also won by a first-timer, Japan's Takeshi Tsujimura on the F.C.C. Technical Sports Honda. Tsujimura topped his teammate and fellow countryman Kazuto Sakata by .012-of-a-second with German Dirk Raudies third on the Team Europa Raudies Honda. Italian Ezio Gianola was fourth on the Daytona Pit-Lane Racing Honda with Elf Team Kepla Honda's Akira Saito of Japan rounding out the top five finishers.

Sakata leads Raudies in the championship, 105-91, with Tsujimura third with 80 points. Ralf Waldmann, ninth in Austria, and Herri Torrontegui, 11th in Austria, fill the top five with 48 and 46 points, respectively.

PHOTOS BY TERRY GRIFFIN/FREEZING SPEED

Schwantz tries four wheels

Kevin Schwantz took a break from riding his Lucky Strike Suzuki 500cc Grand Prix bike to participate in the Porsche Supercup in Catalunya, Spain, which was held in conjuntion with the Formula One car GP, on May 9. In what was his first-ever car race, Schwantz qualified 14th out of 36 entries in the Shell-sponsored Porsche 911, but failed to finish. The Texan was running 15th in the race when he was struck by another car and forced off the track. "It was bitchin.' Next time I'd like to drive something with a little more horsepower. Maybe a Williams/Renault (a F-1 car) would be good," Schwantz joked.

IN THE WIND By Papa Wealey

ule, but as a member of Team Green. Rumor has it that **Jeff Ward** had a heart-to-heart talk with Reynard, which played a major role in the youngster's decision to remain with Kawasaki for the first three years of his professional career.

With Honda's **Jeremy McGrath** having clinched the Camel Supercross Series title with two rounds remaining, and teammate **Doug Henry** having sewed up the 125cc Eastern Regional crown two rounds earlier, the only supercross championship left to be decided is that of the western region. Following the Pasadena round, Team Splitfire/Hot Wheels Pro Circuit's **Jimmy Gaddis** leads Suzuki's **Phil Lawrence** by just five points. Lawrence finished second to teammate **Damon Huffman** at Pasadena, one position in front of Gaddis. Though Lawrence can steal the title if he wins the last two rounds, his chances would have been even better with a win at Pasadena. Huffman apparently wasn't interested in participating in team tactics, however. In the early part of the season, Lawrence put a couple of aggressive passes on his teammate, which may have been a factor in Huffman's decision not to slow down. "I've been hearing a lot of people griping about the way I was riding in the early part of the season," said Lawrence following his win in the first heat race at Pasadena. "If they don't like it, then they don't have to ride with me." In the main, Huffman didn't.

Kawasaki support rider **Mike Fisher** competed in his first supercross of the year at Pasadena. Fisher, who rode for KTM the previous two years, failed to qualify for the main event.

With **Jeremy McGrath** winning the 1993 Camel Supercross title, Honda riders have now earned the prestigious number one plate for six straight years. In addition, the title has gone to a Team Honda rider for 10 of the last 11 years, with Team Kawasaki's **Jeff Ward** breaking the streak in 1985.

If you plan on competing in the June 5 **AHRMA Vintage Dirt Track National** at Lembo Park in Modena, New York, be advised that you must run mufflers and meet a 102 dB/A limit. The noise restrictions apply to both two- and four-stroke bikes. For more information, call Ray or Della Malley at 914/427-2248.

The June 12 American Historical Racing Motorcycle Association meet at **Seattle International Raceway** will feature the debut of Sound of Singles (SOS) and Battle of Twins (BOT) races under the AHRMA banner. Both SOS and BOT classes will get their own National series next year. "We have been expecting big things from SOS and BOT racing ever since we began developing rules late last year," AHRMA Executive Director **Jeff Smith** said. "But we've been surprised by the tremendous interest being shown toward these classes. Seattle will mark a new chapter in motorcycle racing history."

Road racer **Nancy Delgado** blasted to a win in her lawnmower racing debut in Atlanta recently. She topped **David Justice** of the Atlanta Braves in what was described as a "somewhat fast and exciting race." Although Delgado isn't quite ready to trade in her Power Bar-sponsored Formula II Grand Prix bike for a Snapper riding lawnmower, she said she enjoyed taking part in the race that was featured on Justice's weekly radio program. "Dave was relentless, but I had him beat from the start," Delgado said. "It was really exciting to be competing against someone so recognized. He's not only an outstanding ball player, he's a ton of fun." Delgado was on the show to promote the May 14-16 WERA Michelin Road Atlanta Nationals.

Grand National Champion **Chris Carr** and four-time Grand National Champion **Scott Parker** will compete in the Peoria 600 National Championship TT at the Peoria M.C. clubgrounds in Peoria, Illinois, on Sunday, June 13, the day after the Harley-Davidson 90th anniversary celebration in not-so-distant Milwaukee. That'll give Harley fans a shot at stretching out their celebrating another day.

The AMA has called on the federal government to fund a new comprehensive study of **motorcycle accidents**. The appeal came in a hearing before a U.S. House of Representatives subcommittee to analyze the effects of the Intermodal Surface Transportation Act (ISTEA), adopted late in 1991. In testimony before the House Subcommittee on Surface Transportation, AMA Washington Representative **Jim Bensberg** pointed out that it has been more than a decade since extensive research had been conducted on motorcycle accidents. He called on legislators to shift funding into this area from other programs that deal entirely with the issue of mandatory helmet-use laws. The last in-depth study on the causes of motorcycle accidents was carried out in the 1970s by the University of Southern California Traffic Safety Center. That study, organized by Professor **Harry Hurt**, included a comprehensive analysis of 900 motorcycle accidents. The findings of the study are still being used extensively in designing motorcycle safety programs.

The hearing also gave the AMA an opportunity to testify on a wide range of issues passed as part of ISTEA, from **motorcycle safety funding** to **High Occupancy Vehicle lanes**. In addition, the AMA , along with the Motorcycle Riders Foundation and ABATE of California, argued against language in the current law that proposes penalties for states that don't pass mandatory **helmet laws**.

The AMA's testimony and the concerns raised by the other motorcyclist groups had an impact, especially on West Virginia **Rep. Nick Joe Rahall**, chairman of the Surface Transportation Committee. Referring to the helmet law provision in the highway act, Rahall stated, "It seems like a cruel hoax is being perpetrated up on the motorcycle public. First we have an incentive grants program that is really a disincentive...then under a blackmail regime, we try to force states to enact helmet laws, but place the burden on motorcycle riders themselves as to what constitutes a legal helmet. I have no love for this program. It smacks of Big Brotherism."

The **Laguna Seca OHV Park** motocross track is now open for "casual riding" on Friday, Saturday, Sunday and Monday. For more information on riding at the park, call Monterey County at 408/755-4899. The **Coalition for the Reopening of the Laguna Seca OHV Park** is working with Monterey County on allowing promoters to hold races at the facility. More information will be forthcoming ASAP. Interested promoters may contact **Matt Rohr** at 408/394-0740 from 8 a.m. to 5:30 p.m. daily. Please do not call county officials with requests to promote races at the facility.

Over 2800 motorcyclists from across the mid-Atlantic area took part in the recent **Ride For Live VI** that was sponsored by the Eastern Harley-Davidson Dealers Association to benefit the Muscular Dystrophy Association. Participants in the ride raised $296,590. The top fund raiser was **Tom Jacknowitz** of Wrightstown, New Jersey, representing Brian's H-D, who raised $8400. **Randy Texter**, president of the dealer's organization, announced that of the 41 motorcycle dealers and club who participated, the top fund-raising dealership award was presented to **Schaeffer's H-D** of Orwigsburg, Pennsylvania, for raising $35,027.

Pete Giammalvo of Sideways Promotions - promoter of the New England Dirt Track Series, tells Papa that eastern New York and New Hampshire, combined, will play host to 33 dirt track races this season. Even though the tracks are in AMA District 1 and District 3, the schedule has been drawn up so that there are no date conflicts. The New England Series consists of 11 races at three different tracks in New Hampshire, including three races during the annual Loudon road race week, while the New York races will take place at the Square Deal Riders and Electric City Riders facilities, and at Lembo Lake Park. All the tracks are within seven hours drive time of each other. Giammalvo stresses the importance of competitors making sure they're up to date on the sound requirements of the different venues. For information on District 1 races, call Giammalvo at 508/874-1732; for District 3 information, call **Ray Malley** at 914/427-2248.

Husaberg rider **Joel Smets** was in action at the 500cc MX GP in Sittendorf, Austria, May 9, despite the fact that the Belgian had broken his ankle at the opening round in England in early April. Smets rode with a metal plate in his ankle, and finished third overall. Smets wasn't as successfull at round four, held May 16 in Nykoping, Sweden, but still managed a fifth-overall placing.

Swede **Marcus Hansson**, who was considered to be a preseason favorite to win the 500cc MX World Championship, was unable to make it to the Austrian GP due to a strange virus. The virus had been troubling Hansson for more than a month, and doctors had trouble diagnosing the cause. Hansson was said to be exhausted by the slightest physical exertion, and slept up to 20 hours a day. The extra sleep must have done Hansson good, as he stormed to a pair of moto wins and second overall at last weekend's Swedish 500cc GP.

Finn **Pekka Vehkonen** is another European 500cc rider who is having trouble with sickness, though his malady is reportedly caused by an iron deficiency. Vehkonen rode in Austria, where he showed good speed, but he didn't have the endurance to post a good finish. His performances improved in Sweden, though, where he finished 12th overall.

Jacky Martens arrived at the Austrian 500cc MX GP with a computerized electronic ignition fitted to his spare factory four-stroke Husqvarna that he rode in practice. The ignition was provided by the Ducati part of the Cagiva group, and is similar to the units used on their world-beating superbike road racers. "We just got it last week," explained Martens' mechanic Graham Kent. "It's dialed in from a lap-top computer. We have been promised the computer and a program for (the next round)." Martens added, "Initial tests at the factory have been very impressive, but I need to score points here, and it would be too big a risk to race with the system (too early)." The development department at Husqvarna has also been hard at work, and the already-fast 575cc motor used for round one has now been replaced by a long-stroke 633cc powerplant. The Husky is now down to 231 pounds, just six and a half pounds above the legal limit for the class, and the equivalent of a good Honda. Extensive use of titanium, including in such parts as the shock spring and the brake discs, is making the difference. Also, the Marzocchi fork has been replaced by a factory Showa inverted unit, which is rumored to be over two pounds lighter and to sell for a cool $12,000. Martens' results suffered in Austria when he was hit in the face by a rock. Preliminary reports from the Swedish GP do not indicate whether or not the computerized electronic ignition was used there. Martens finished sixth overall in Sweden.

Where's **Bryan Folks**, the son of Best in the Desert's **Casey Folks**, been recently? The younger Folks, who was a top-level desert racer in the 125cc class a few years ago, has been living in Albino, Italy, since September, where he works at Acerbis Italia. Folks recently signed a deal with Farioli KTM, which will see him contesting the Italian National Championship 125cc MX Series. Folks will also compete in select rounds of the World Championship 125cc MX Series, and hopes to contest the entire circuit in 1994.

According to Acerbis Adventure, several top European rally riders, including **Stephane Peterhansel**, **John Hedricks**, **Thierry Charbonnier**, **Jordi Arcarons**, **Davide Trolli** and **Angelo Cavandoli**, are planning on competing in the Nevada Rally this August, and are seeking aftermarket companies to provide a support vehicle with mechanic and tools. If you are interested in sponsoring a top rider in an international event, call **Bill Berroth** at 619/562-1440.

MARRIED: *Cycle News* Associate Editor Kit Palmer and Theresa Wheelock, on May 15 in Redlands, California. The couple honeymooned in Belize.

FORMED: Trophies of the Gods, an awards manufacturing firm, by Mark Long, former parts manager of La Habra (California) Suzuki. The new company is located at 1019 W. 1st St., San Pedro, CA 90731; 310/832-8450.

HIRED: Lee Parks as editor of Motorcycle Product News magazine, replacing Bob Jackson who has been promoted to associate publisher. Parks, who competes in WERA Pro Series road race events, was formerly associate editor at Motorcyclist magazine.

PROMOTED: Tim Buck, by DG Performance to vice president of marketing and sales. Buck has been with the firm for 13 years and has been marketing manager for the past three years.

PROMOTED: Steve Skibel, by DG Performance to distributor accounts executive. Skibel has worked in the firm's sales department since April 1991.

OPENED: Rocket Rex Racing Race Tech Center, offering suspension and motor service, bike repair, race bike prep and motocross instruction, by Rex Staten at 10001 Choiceana Ave., Hesperia, CA 92345; 619/247-7486. CN

VOICES Letters to the editor

By the rockets' red glare

In regards to Michael Rigdon's letter in the May 12 issue, I would like to refute the obvious bias of the writer. Let it be understood that in no way am I condoning the action taken by Jeff Matiasevich after his altercation with Larry Ward at the Indianapolis Supercross. However, it should be understood that before Jeff knocked Larry off his bike, a few expletives were exchanged beneath the helmets of both riders, giving Matiasevich the impression that Ward took him out intentionally. Unfortunately, the heat of the moment caught Jeff and Larry in front of 40,000 spectators, none of whom heard the exchange of words between the two riders. After clearing things up with Larry, Jeff admitted he was wrong, apologized, paid a small fine, and took a ton of public humiliation.

Michael Rigdon should appreciate that had he been involved in a similar altercation, his actions might be judged merely by five or six spectators standing near that corner. It's much simpler to explain your actions to a few witnesses than it is to do so before an entire stadium and TV audience. These guys are under a lot of pressure, and sometimes adrenaline and emotions get the best of them. It's unfortunate that a guy like Mr. Rigdon publicly expresses his opinion when in his letter he judges Jeff by the way he wears his hat and jokes with his friends.

Steve Weider
Yorba Linda, CA

P.S. Mike, next time you pit next to Jeff, say hello. You'll be surprised to find him a much nicer person than you've portrayed him to be.

The way we interpreted it, Rigdon was disappointed to see Matiasevich joking with his friends and not removing his cap while the national anthem was being played. If that's what Rigdon meant, he had every right to be disappointed...Editor.

Dual sport TT

White Bros. is to be commended for promoting the annual Four-Stroke MX and TT World Championships. Along with a bunch of other dual sport riders, I rode the TT on Saturday and I cannot tell you how much fun it was. I think a lot of dual sport riders are like me - we don't want to go out and beat ourselves up anymore. When Team Dual Dogs first proposed a dual sport TT class, I was a bit leery. At first I thought that it was against the concept of dual sport, i.e. no racing, but after racing I changed my mind. The TT race was perfect. It was run on a fun, safe track, with great people to race with and great organization by White Bros. and Team Dual Dogs. See you next year!

Larry Langley
California Trail Rides
Fullerton, CA

Early start

For many years I have had the desire to go to Sacramento to see the bikes run on the mile track. Since this was a trip of about 1600 miles, it involved considerable time and expense, but his year things finally worked out.

Ricky Graham was not the only one who got screwed at Sacramento. Hundreds of fans did too. I'm not referring to the flag-jumping by Graham, I'm referring to the flag-jumping by the promoter. You will see from the enclosed advertisements that the races were supposed to start at 7:30 p.m. Being the prompt little rascal that I am, I planned on arriving at the track about 6 p.m. so I could watch practice and time trials. I am a stranger to the area, so I followed the signs and wound up in a parking lot full of people going to a rock concert.

By the time I got to the right lot, I could hear the roar of bikes on the track. By the time I got into my assigned seat, I learned that I had missed not only practice and time trials, but all of the preliminary events for the 600 Support class also. It seems that the promoter started the races early because of a curfew. With as many races as Chris Agajanian has promoted, am I expected to believe that he did not have advance knowledge that the races would have to be started early? Why did the advertising not supply this information?

In addition to the "short" program that I almost got to see, the sound system in the upper center of the grandstand was so lousy that it was impossible to understand a single word that the announcer was saying. (Plus) the high railing around the track blocked out everything but the riders' helmets on the backstretch. All of this combined to make me a very unhappy race fan.

R.C. Kimm
Phoenix, AZ

As we reported in our coverage of the event, the three 600cc Support class heat races were originally scheduled to take place after the Grand National heats but were run prior to the advertised start due to concern about the curfew. You say you planned on arriving at 6 p.m. to see practice and time trials. Note that practice was scheduled to start at 4:30 p.m. and the time trials at 5:50 p.m...Editor.

Help one of our own

This letter was prompted by the recent In The Wind items about Pat Owens. I have known Pat for over 20 years, as a student and as a friend. He is the best friend that motorcycling and vocational education have ever had. A list of his former students is a who's who of the motorcycle industry.

What he is up against is a group of lawyers and academics who would rather see their budget spent on schools other than Los Angeles Trade-Tech. They perceive more value in white collar book learnin' than they do in blue collar trade skills.

Cycle News readers have an opportunity to help Pat finance his campaign and have fun doing it. There will be a campout over Memorial Day weekend, May 28-30, near Red Mountain, ending up at 2 p.m. Sunday with a raffle. The raffle prizes include a 1978 Yamaha IT175, 1980 Honda XL100 and a 1987 Yamaha TW200. These are all low-mileage bikes in good shape.

Contributors will get one raffle ticket for $5, 5 tickets for $20, 12 tickets for $50, and, for the high rollers, 30 tickets for $99. You need not be present to win. Anyone who would like to participate in the raffle can send a check and a SASE to: Committee to Elect Pat Owens, Attn: Al Nilsson, 6722 Nagle, Van Nuys, CA 91402. In return they will get their tickets and a map to the campout. Otherwise, the campout area will be limed from Highway 395 to Trona Road.

This deal is a chance for motorcyclists to help keep one of their own in a position where he can do some good on the L.A. Community College board of trustees. No one will ever be more deserving of support than Pat Owens.

Gordon Moore
Truckee, CA

Moore is a graduate of the motorcycle repair course at L.A. Trade-Tech, class of '73. Owens, who is seeking reelection, faces an upcoming run-off election...Editor.

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ON THE FRONT PAGE:

With four races down and 17 to go, it looks as if the 1993 AMA Grand National Championship Series will be a real barnburner. So far, defending Grand National Champion Chris Carr (shown) is the only double-race winner and leads the series point standings, but a pack of hungry riders is anxious to dethrone him in the remaining races. To see who those riders are, check out our special dirt track section that begins on page 12. Photo by Kinney Jones.

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXX

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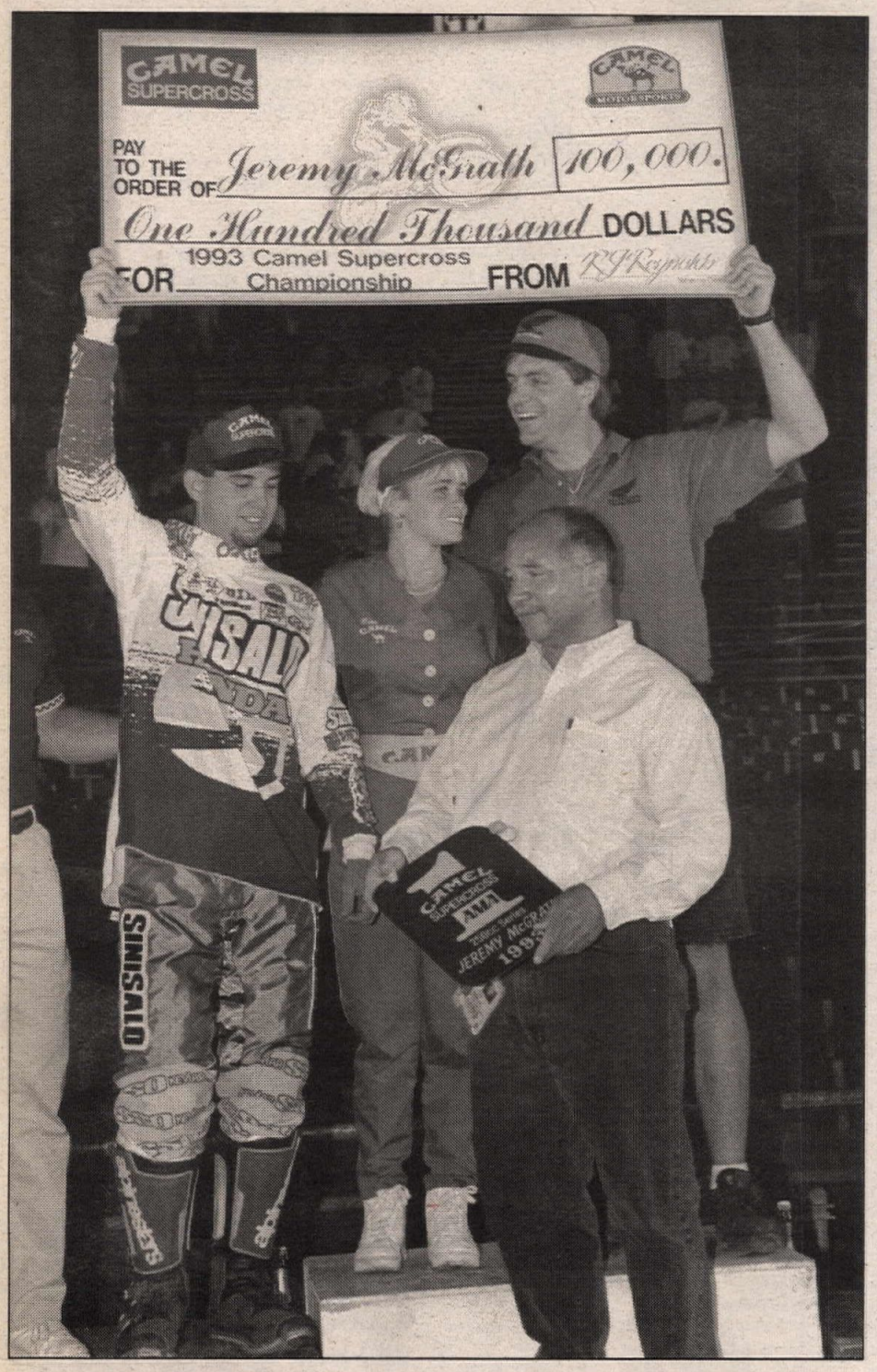
SUPERCROSS AMA Camel Supercross Series: Round 14



Jeremy McGrath scored a record-tying ninth win and clinched the championship.

Mike Kiedrowski (3) and Jeff Stanton (1) fought over second place for several laps.

McGrath clinches title with Pasadena win

By Chris Jonnum
Photos by Kinney Jones

PASADENA, CA, MAY 15

All indications suggested that Jeremy McGrath would be leaving the Pasadena Rose Bowl with the Camel Supercross title, but it was still a little hard to believe when the Team Honda sensation did just that. Sure, McGrath had come into the facility with a substantial 52-point lead on Team Kawasaki's Mike Kiedrowski, and he had already won eight main events in his incredible rookie season, but the fact remained that no rider had ever actually earned the supercross crown on their first try; it seemed improbable that even McGrath could pull off such a feat. As he has done all year though, the likable 21-year-old racer from Murrieta, California, showed that nothing is impossible, dominating the entire race to post yet another victory, and, more importantly, to garner what is arguably the most prestigious motocross title in the world.

It is becoming more and more clear that McGrath has lifted the talent level of the sport to a new height, and so far, no one has been able to follow his lead. The new champ is simply in a class of his own.

"There were a million things going through my head during those last few laps," said McGrath after his win. "I wanted to make sure I didn't crash or anything, but I didn't want to slow down, because that's when you make mistakes."

After a race-long duel with Team Honda's Jeff Stanton, who missed the previous round due to a concussion suffered in a crash in Pontiac, Kiedrowski came home a distant second to McGrath, with the defending champ a close third. Honda teamster Steve Lamson was fourth ahead of Kawasaki's Mike LaRocco, who was racing in just his second supercross since breaking his wrist earlier in the year in a practice crash.

In addition to the $5000 portion of the $35,000 250cc class purse that he earned for his win, and the $4000 Coors Silver Bullet award he took home for setting the fastest heat time and winning the main event, McGrath earned the $100,000 Camel bonus for clinching the title. Factor in what is certainly a healthy bonus from Honda, and the result is a very lucrative evening for the rookie rider. Kiedrowski's share of the purse was $3500, while Stanton earned $2000 for his efforts.

The victory was also McGrath's ninth, which tied him for the record of most wins in a single season with Team Yamaha's Damon Bradshaw, who set the mark last year. The Honda rider will have two chances to break the record before the series concludes.

In round six of the 125cc Western Regional Supercross Series, Team Suzuki youngster Damon Huffman scored his second main event win of the season, finishing with a healthy margin on his teammate, Phil Lawrence. Series points leader Jimmy Gaddis was third, but the Team Splitfire/Hot Wheels Pro Circuit rider lost precious ground to Lawrence, and now leads by just five points with two rounds remaining. The 17-year-old Huffman, who hails from nearby Saugus, California, pocketed a $2000 share of the $10,000 class prize, with Lawrence and Gaddis earning $1000 and $750, respectively.

The Rose Bowl facility, site of last year's NFL Superbowl, was unfamiliar to some, as a supercross had not been held there since Kawasaki's Jeff Ward won in 1990. The race had originally been slated for the Los Angeles Memorial Coliseum, but ongoing renovations forced a venue change. A local curfew meant that the schedule had to be moved up slightly, with the opening ceremonies kicking off at 6 p.m. According to the promoting Mickey Thompson Entertainment Group, there were 30,143 race fans on hand to witness McGrath's title-winning ride. The Glenn Scott-designed track was slippery and technical, with a bizarre start straight that included a dogleg turn, a step-up jump and a triple, but most riders praised the layout for its efficient use of available space.

250cc Heats

Suzuki's Denny Stephenson led the first of eight laps in heat number one, but Team Noleen's Larry Brooks pushed his Yamaha past in a section of whoops. After a fourth-place start, Bradshaw moved into the lead during the second lap, and stayed there for the remainder of the race. Kiedrowski gated poorly, but secured second place during lap two, and pressured Bradshaw to the finish. Third went to Suzuki's Larry Ward, while Brooks slipped to fourth place, the final transfer spot. Suzuki factory rider Brian Swink put on a last-lap charge to challenge Brooks, who managed to maintain the spot by performing a "flying W" over the finish-line jump.

"The championship's out of reach, but I'd like to win the last few races," said Bradshaw. "Winning is what it's all about, and I haven't been doing enough of that lately, but I'm trying to get my confidence up for the outdoors races. You need to have both the bike and the rider working good, and I feel like I've got the combo tonight."

Heads turned when Team Suzuki's Ezra Lusk, who finished third in the 125cc Eastern Regional Series, holeshot heat number two and led for most of three laps in his first race on a 250.

Early on, Honda privateer Buddy Antunez crashed over a triple, and Jeff Matiasevich landed on the downed bike and got off hard. The Team Suzuki rider limped off the track, but was later taken to a local hospital with a neck injury.

McGrath passed a fading Lusk for the lead about midway through, and Lamson, Stanton and Yamaha's defending 125cc National MX Champion Jeff Emig followed suit soon after. Emig

Over 30,000 fans turned out at the Rose Bowl, which was hosting a supercross for the first time since 1990. The technical track was popular with most of the riders.

used a hot line through a section of whoops to pass Stanton and Lamson almost simultaneously on lap five, and the order remained the same to the finish, with Stanton the last rider to transfer directly from a heat.

"I made a few mistakes," said McGrath, whose winning margin was not as large as he has become accustomed to of late. "I can't take anything away from those guys, though; they were riding fast. I like the track; there's lots of lines and lots of places to pass."

250cc Semis

Swink snared the holeshot in the first of two six-lap semis, each of which transferred five riders to the main, but Stephenson put a block pass on his teammate during the first circuit. Swink tripled back into the lead on the next lap, then pulled slightly ahead and held on for the win. Well behind the leading duo, Cooper had the crowd chanting his name as he consistently used a slick move through a section of whoops to pass his way into third. LaRocco recovered from a poor start to challenge Cooper in the final laps, but Cooper managed to hold him off for a Suzuki sweep. Yamaha privateer Jeromy Buehl followed in fifth.

"I broke away early," Swink said. "My goal this year was to be consistent, and I haven't been doing that, so I'm just trying to get in the top five."

Lusk again started fast in the second semi, with Honda of Troy's Erik Kehoe holding down second. Lusk immediately began to pull away, but he bobbled and went off the track at the halfway point, allowing Kehoe to close. Newly crowned 125cc Eastern Regional Champion Doug Henry, also riding for the first time in the 250cc class, had his Honda in third, and he used Emig's line through the whoops to zap both Kehoe and Lusk and assume the lead. Lusk retaliated, but Henry held tight for the win. Kehoe was third, and Team KTM's Cliff Palmer finished in fourth ahead of Rich Taylor.

"These guys (in the 250 class) are really tough," said Henry, who had crashed in his heat. "It feels good to come straight off the 125s and win a semi. I think something happened to Lusk, and that helped."

250cc LCQ

Japanese rider Kohji Ohkawara emerged at the head of the pack after two pile-ups in the first two straights mixed things up in the six-lap last chance qualifier. FMF rider Ray Sommo put his Yamaha in second, and with DeHoop in third, the top three positions were set. Sommo made a couple of charges at Ohkawara, but the Yamaha-mounted Ohkawara held him off to post his first-ever win in the United States. Sommo settled for runner-up, the last rider to transfer to the main.

Sporting an ear-to-ear grin, Ohkawara was clearly excited about the win, but his broken English limited his post-race comments to, "Good track!...Good traction!...Thank you very much, Pasadena!"

250cc Main

The start of the 20-lap main event was a familiar sight, with the Skip Norfolk-tuned CR250 of Jeremy McGrath bolting to the front of the pack and whipping sideways over the first step-up jump. Emig was second off the start, with Cooper third, Stanton fourth and Lusk fifth. Kiedrowski gated in sixth, ahead of LaRocco, Ward and Lamson.

Up front, McGrath quickly began to pull away from the pack, adding approximately one second to his margin with each lap.

"I was pretty nervous going into the (main) after the bad start I got in the heat," said McGrath. "As soon as the gate fell, I knew I had it, though."

Cooper moved by Emig for second before the first lap was complete, then, on lap three, Emig passed him back. The two swapped positions a few more times before Cooper bobbled and began to slip back in the pack.

"I crashed in my heat, and I was kind of shakey after that," said Cooper. "It's a shame to get a good start like that and not be able to do anything with it."

By the fifth lap, McGrath's lead over Emig was already more than seven seconds, and he began to increase it even more by using Emig's line through the whoops. Stanton moved up to pressure Emig, then used a nice move to squeeze by for second through the inside of a turn. Kiedrowski was also moving up,

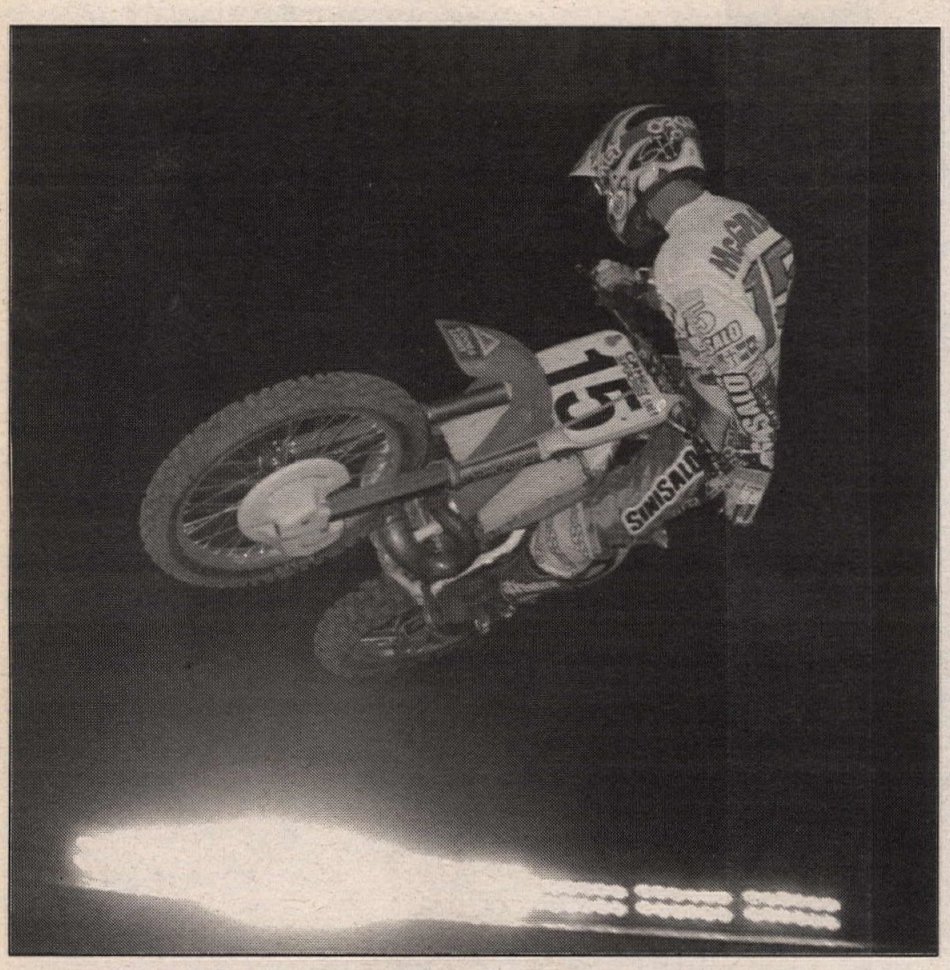
Damon Huffman rode to an easy win in the 125cc class, his second victory of the year.

and passed Emig for third over a triple. Soon after, Emig got out of shape in the whoops and "ghosted" his bike in midair, sending it cartwheeling down the track. Emig was unhurt, but with a tweaked bike and the time lost in the fall, his chances for a top finish were shot.

As he has done for most of the season, Bradshaw got a poor start when it counted, then went down hard early in the race. Bradshaw remounted and slowly circulated the track for a few laps, posting an eventual 18th-place result.

McGrath pulled ahead to as much as a 17-second lead, a substantial margin considering average lap times were under a minute on the tight track. With the Honda ace riding a flawless race by himself, the real battle was for second. Once in third, Kiedrowski approached Stanton and began to pressure the Honda rider. The two battled for several

SUPERCROSS AMA Camel Supercross Series: Round 14



Jeremy McGrath, the first rookie ever to win the title, celebrated over the finish line jump.

Guy Cooper (7) and Jeff Emig (6) diced early on, before Cooper faded and Emig crashed.

laps, with Kiedrowski not quite able to find the opportunity he needed. On the 13th lap, the 500cc National MX champ moved up beside Stanton in a set of whoops, and it appeared that he would get by. However, just as Kiedrowski made the attempt, Brooks, who was being lapped at the time, stepped off and went sprawling across the track, blocking Kiedrowski's path. Kiedrowski was again relegated to chasing Stanton, and waiting for a mistake that wouldn't come. Both pilots were riding strong but conservatively, and seemed to be locked in a test of wills.

"I was trying to get around for the longest time," said Kiedrowski. "I thought I had him at one point, but Brooks fell right at the wrong time. I kept getting close in that section of whoops, so I knew that the only way I could get by was to jump them. I did it and it worked."

With two laps to go, Kiedrowski tried the line through the whoops that had first been used by Emig, and it gave him just the momentum he needed to steal second from Stanton.

Lamson, who was hired by Honda for his "outdoor" skills, but has been rapidly improving in supercross, was riding another strong race, steadily working his way up to fourth by the halfway point and towing LaRocco along behind him. Henry was also impressive in his first-ever 250cc main event, moving into sixth on lap 11 and staying there for the remainder of the race. After his fifth-place start, Lusk slipped a couple positions to seventh, where he spent the bulk of the main.

Up front, McGrath began to ease the pace slightly on the last couple of laps, taking the time to wave to the crowd over the jumps. After pulling a major clicker over the steep finish line jump, McGrath cruised around the outside of the track, celebrating his title, while a rap song about him played over the P.A. system. McGrath then stopped on top of a jump and raised both his fists in the air while the crowd cheered.

"I wanted to get away as fast as I could," McGrath said. "I knew the track was technical, but I just acted like I was in second place. I didn't see Mike (Kiedrowski) at all, so I wasn't too worried about him catching me. In fact, I thought Jeff (Stanton) got second. Actually, it was pretty easy. Two more wins would be nice."

"I was just thinking, 'bike, don't break; Jeremy, don't crash,'" said McGrath's tuner, Norfolk. "Jeremy didn't seem worried, so I was doing all the worrying for him."

"I did the best I could," said Kiedrowski. "I rode a good race, and got second, which isn't bad. Jeremy just outrode me this year. He didn't have any bad luck, but he deserves (the championship). I've been getting better every year, so hopefully I'll get better next year and come back and win the championship."

"Unfortunately, I didn't win tonight, and I didn't win the championship," said Stanton, who has not won a main event this season. "Jeremy has been riding great all year. I've lost (the championship) before and then came back and got it back, so I just have to get another contract and come back and do it next year. American Honda's been great to me, so I'd love to stay where I am next year."

Lamson maintained fourth place to the finish, with LaRocco rounding out the top five. Henry and Lusk were both impressive in their debut rides in the 250cc class, finishing sixth and seventh, respectively. Stephenson was eighth, ahead of Palmer and Cooper.

125cc

After Suzuki cohorts Huffman and Lawrence won the two heat races, and Kawasaki pilot Billy Mercier handled the last chance qualifier, Team Splitfire/Hot Wheels Pro Circuit rider James Dobb pulled the holeshot in the 15-lap main event. Dobb is a British rider who was making his first supercross appearance after injuring a wrist early in the year, and he was soon passed by teammate Gaddis. While Dobb began to fade, Huffman moved up on Gaddis' rear fender and began to pound the leader. On lap three, Huffman tried to pass twice, the first time on the inside of a turn and then through a section of whoops, but Gaddis held him off. One lap later, however, Huffman put a block pass on Gaddis and took over the lead spot.

Lawrence had completed the first lap in fourth place, and after passing the fading Dobb, he began to pressure Gaddis for second. He closed to Gaddis' rear fender at the halfway point, and took advantage of lappers to make the pass over the triples. Huffman, however, already had an approximate six-second lead.

"I didn't get the greatest start, and when I got into third, Damon and Gaddis were already gone," said Lawrence. "I got Gaddis, but Huffman was too far ahead. I started guarding my position after that; I shouldn't have, but I did."

Huffman scored the easy win, with Lawrence holding on for second despite the fact that a course worker kept waving the blue flag in his face in the final few laps, apparently under the impression that the lanky Suzuki rider was a lapper. Gaddis held on for third.

"I feel really good and really confident," said Huffman, who, with a 32-point point deficit to Gaddis, stands little chance at winning the title. "All I have left to prove is to win the last two races."

"If I come back and win the next two, I'll have a shot at it," said Lawrence. "At least I beat Gaddis."

"I'm not happy," said Gaddis. "There are two races left, and I've gotta win this series. I just have to do what it takes in the last two. I made a couple bobbles, but I have no excuses. I should have ridden better. I think it's down to five points."

There are, indeed, just five points separating Gaddis and Lawrence, and with the difference between a first- and a second-place finish being three points, Lawrence can steal the title if he wins the last two races. CN

Results

250 HEAT 1: 1. Damon Bradshaw (Yam); 2. Mike Kiedrowski (Kaw); 3. Larry Ward (Suz); 4. Larry Brooks (Yam); 5. Brian Swink (Suz); 6. Mike LaRocco (Kaw); 7. Denny Stephenson (Suz); 8. Jeromy Buehl (Yam); 9. Brian Manley (Kaw); 10. Mike Fisher (Kaw); 11. Todd DeHoop (Hon); 12. Scott Sheak (Kaw); 13. Ryan Carlisle (Kaw); 14. Kohji Ohkawara (Yam); 15. Anthony Amaradio (Kaw); 16. Dag Boyesen (Yam); 17. Cory Keeney (Kaw); 18. James Chamberlain (Suz); 19. Rob Drew (Kaw); 20. Guy Cooper (Suz).
Time: 7:23.81

250 HEAT 2: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3. Steve Lamson (Hon); 4. Jeff Stanton (Hon); 5. Ezra Lusk (Suz); 6. Doug Henry (Hon); 7. Cliff Palmer (KTM); 8. Erik Kehoe (Hon); 9. Ray Sommo (Yam); 10. Rich Taylor (Hon); 11. Trey Owens (Yam); 12. Mark Easley (Yam); 13. Jeff Pestana (Hon); 14. James Eickel (Hon); 15. Craig Canoy (Yam); 16. Gordon Ward (Suz); 17. Buddy Antunez (Hon); 18. Mike Healey (Suz); 19. Jeff Matiasevich (Suz); 20. Chris Young (Suz).
Time: 7:22.05

250 SEMI 1: 1. Swink; 2. Stephenson; 3. Cooper; 4. LaRocco; 5. Buehl; 6. DeHoop; 7. Ohkawara; 8. Fisher; 9. Boyesen; 10. Chamberlain; 11. Keeney; 12. Drew; 13. Manley; 14. Amaradio; 15. Carlisle; 16. Sheak.
Time: 5:31.57

250 SEMI 2: 1. Henry; 2. Lusk; 3. Kehoe; 4. Palmer; 5. Taylor; 6. Antunez; 7. Sommo; 8. Pestana; 9. Owens; 10. Young; 11. Easley; 12. Eickel; 13. Canoy; 14. Healey; 15. G. Ward; 16. Matiasevich.
Time: 5:30.87

250 LCQ: 1. Ohkawara; 2. Sommo; 3. DeHoop; 4. Healey; 5. Fisher; 6. Amaradio; 7. Owens; 8. Chamberlain; 9. Eickel; 10. Canoy; 11. Manley; 12. Keeney; 13. G. Ward; 14. Drew; 15. Easley; 16. Young; 17. Sheak; 18. Boyesen; 19. Carlisle; 20. Pestana; 21. Antunez; 22. Matiasevich.
Time: 5:44.26

250 MAIN: 1. Jeremy McGrath (Hon); 2. Mike Kiedrowski (Kaw); 3. Jeff Stanton (Hon); 4. Steve Lamson (Hon); 5. Mike LaRocco (Kaw); 6. Doug Henry (Hon); 7. Ezra Lusk (Suz); 8. Denny Stephenson (Suz); 9. Cliff Palmer (KTM); 10. Guy Cooper (Suz); 11. Erik Kehoe (Hon); 12. Brian Swink (Suz); 13. Jeromy Buehl (Yam); 14. Larry Ward (Suz); 15. Ray Sommo (Yam); 16. Larry Brooks (Yam); 17. Rich Taylor (Hon); 18. Damon Bradshaw (Yam); 19. Jeff Emig (Yam); 20. Kohji Ohkawara (Yam).
Time: 18:12.35

250 AMA CAMEL SUPERCROSS SERIES POINT STANDINGS (After 14 of 16 rounds): 1. Jeremy McGrath (321/9 wins)*; 2. Mike Kiedrowski (266/2); 3. Jeff Stanton (231); 4. Damon Bradshaw (220/2); 5. Steve Lamson (199); 6. Michael Craig (178); 7. Brian Swink (164); 8. Cliff Palmer (145); 9. Larry Ward (138); 10. Jeff Emig (137); 11. Guy Cooper (131); 12. Jeff Matiasevich (113); 13. Denny Stephenson (110); 14. Shaun Kalos (107); 15. Mike LaRocco (106/1); 16. Erik Kehoe (93); 17. Phil Lawrence (85); 18. Jeromy Buehl (63); 19. Larry Brooks (40); 20. Ray Sommo (37).

125 HEAT 1: 1. Damon Huffman (Suz); 2. Pedro Gonzalez (Kaw); 3. Jimmy Gaddis (Kaw); 4. Terry Parsons (Hon); 5. Travis Hodges (Kaw); 6. Spud Walters (Kaw); 7. Mike Metzger (Suz); 8. Dan Ulven (Hon); 9. Grayson Goodman (Hon); 10. Darrin Hoeft (Suz); 11. Shane Trittler (Suz); 12. Jason DePatto (Hon); 13. Steven Kotajarvi (Kaw); 14. Daniel Paladino (Kaw); 15. Eric Ducray (Suz); 16. Scott Myers (Kaw); 17. Duane Benner (Kaw); 18. Lowell Moural (Hon); 19. David Pingree (Suz); 20. Jeffrey Brownlee (Suz).
Time: 5:51.24

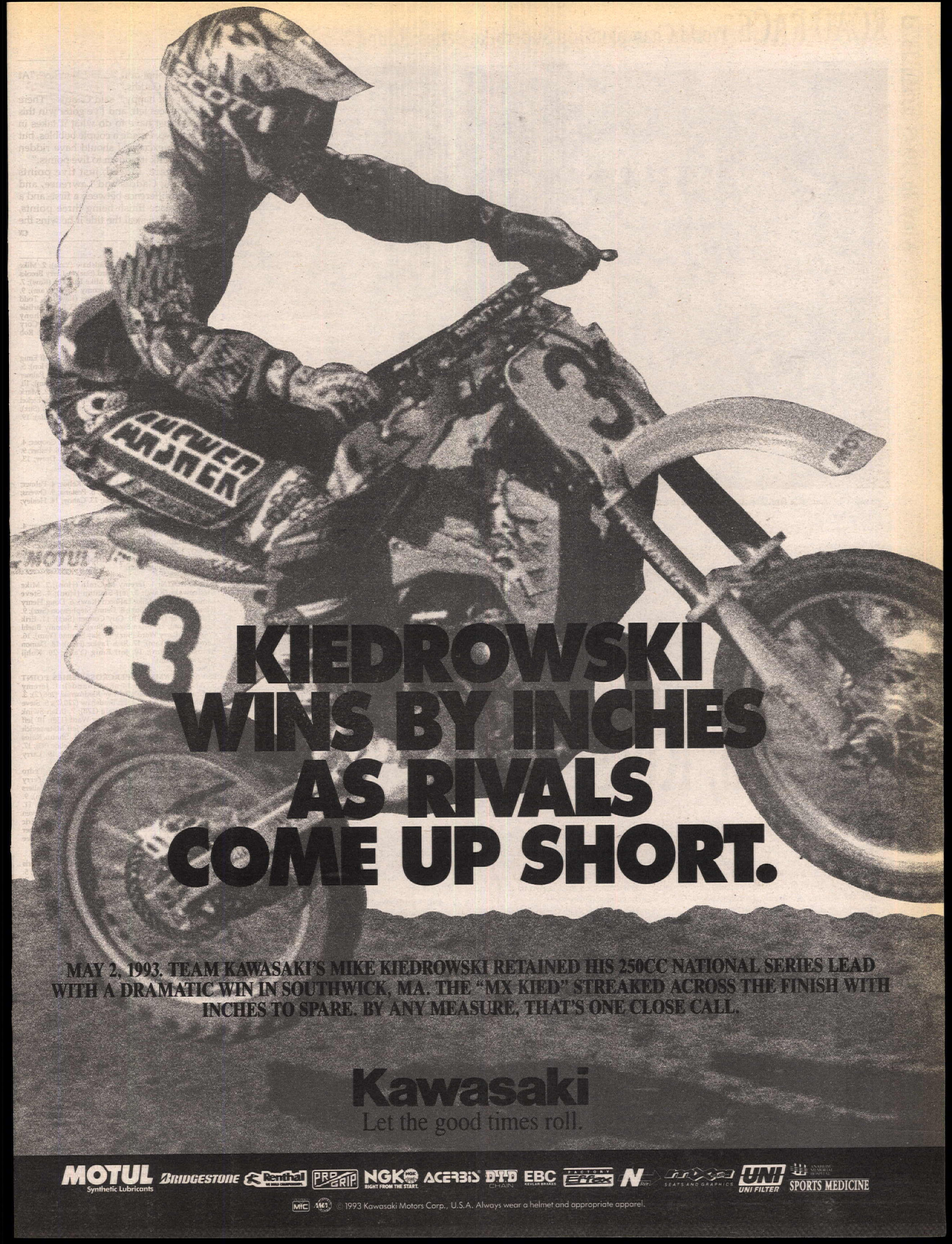
125 HEAT 2: 1. Phil Lawrence (Suz); 2. Kyle Lewis (Yam); 3. Lance Smail (Hon); 4. Ryan Hughes (Kaw); 5. Mike Chamberlain (Kaw); 6. Ray Crumb (Kaw); 7. James Dobb (Kaw); 8. Tommy Clowers (Yam); 9. Mike Young (Hon); 10. Tony Graves (Yam); 11. Jason Krempin (Hon); 12. Billy Mercier (Kaw); 13. Donald Upton (Yam); 14. Joel Albrecht (Yam); 15. Shawn Morga (Kaw); 16. Shane Esposito (Hon); 17. Larry Linkogle (Hon); 18. Steve Andrich (Yam); 19. Dana Wiggins (Hon); 20. Brett Hamilton (Yam).
Time: 5:50.65

125 LCQ: 1. Mercier; 2. Morga; 3. Hoeft; 4. Wiggins; 5. Krempin; 6. Trittler; 7. Albrecht; 8. Andrich; 9. Graves; 10. Myers; 11. Moural; 12. Paladino; 13. Upton; 14. Benner; 15. Brownlee; 16. Kotajarvi; 17. Hamilton; 18. DePatto; 19. Ducray; 20. Linkogle; 21. Esposito; 22. Pingree.
Time: 3:55.66

125 MAIN: 1. Damon Huffman (Suz); 2. Phil Lawrence (Suz); 3. Jimmy Gaddis (Kaw); 4. Ryan Hughes (Kaw); 5. James Dobb (Kaw); 6. Kyle Lewis (Yam); 7. Lance Smail (Hon); 8. Tom Clowers (Yam); 9. Mike Metzger (Suz); 10. Ray Crumb (Kaw); 11. Grayson Goodman (Hon); 12. Pedro Gonzalez (Kaw); 13. Shawn Morga (Kaw); 14. Darrin Hoeft (Suz); 15. Travis Hodges (Kaw); 16. Mike Young (Hon); 17. Mike Chamberlain (Kaw); 18. Spud Walters (Suz); 19. Dana Wiggins (Hon); 20. Dan Ulven (Hon); 21. Terry Parsons (Hon); 22. Billy Mercier (Kaw).
Time: 14:07.81

125 WESTERN REGIONAL SUPERCROSS POINT STANDINGS (After 6 of 8 rounds): 1. Jimmy Gaddis (129/1 win); 2. Phil Lawrence (124/1); 3. Damon Huffman (97/2); 4. Tom Clowers (84); 5. Lance Smail (69); 6. Grayson Goodman (68); 7. Pedro Gonzalez (64); 8. Mike Chamberlain (52); 9. Ray Crumb (39); 10. Davis Pengree (35); 11. Tony Graves (21); 12. Mike Metzger (20); 13. Ryan Hughes (18); 14. (TIE) James Dobb/Kyle Lewis/Craig Decker (16); 17. Shawn Morga (15); 18. (TIE) Travis Hodges/Jason Krempin (12); 20. Dana Wiggins (9).

*Clinched title


KIEDROWSKI
WINS BY INCHES
AS RIVALS
COME UP SHORT.
MAY 2, 1993. TEAM KAWASAKI'S MIKE KIEDROWSKI RETAINED HIS 250CC NATIONAL SERIES LEAD WITH A DRAMATIC WIN IN SOUTHWICK, MA. THE "MX KIED" STREAKED ACROSS THE FINISH WITH INCHES TO SPARE. BY ANY MEASURE, THAT'S ONE CLOSE CALL.
Kawasaki
Let the good times roll.
MOTUL
Synthetic Lubricants
BRIDGESTONE
Renthal
PRO GRIP
NGK
RIGHT FROM THE START.
ACERBIS
D.T.D
CHAIN
EBC
KEVLAR BRAKES
FACTORY
Effex
SEATS AND GRAPHICS
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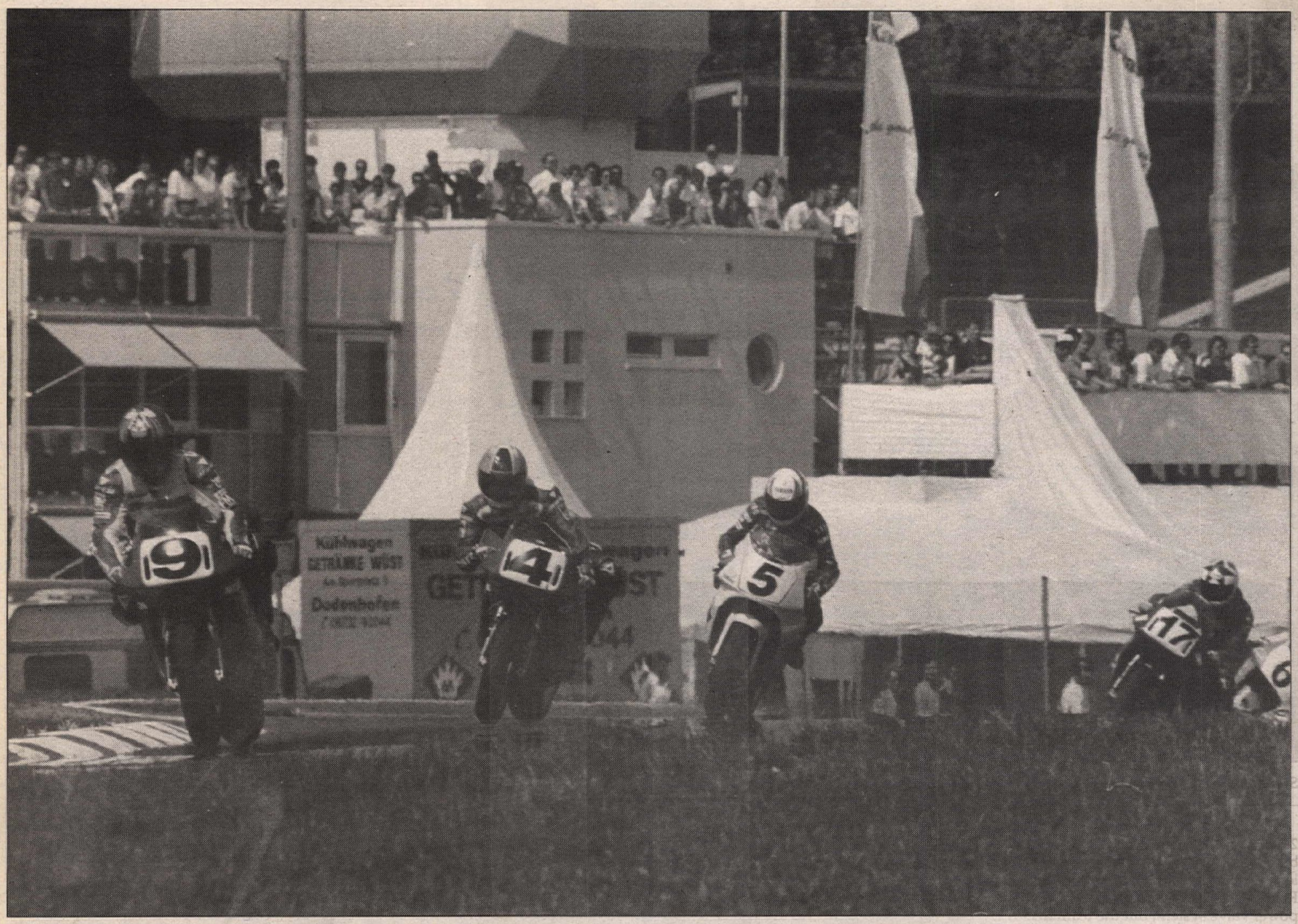


Race one winner Giancarlo Falappa (9) leads Carl Fogarty (4), Fabrizio Pirovano (5) and Baldassarre Monti (17) in the German round of the World Superbike Series.

Falappa, Russell split wins in Germany

By Gary Pinchin
Photos by Johan Vandercheckove

HOCKENHEIM, GERMANY, MAY 9

The ultra-fast circuit of the Hockenheimring provided the now expected thrilling superbike races - the first, a six-pack drafting battle, the second a more intense game of cat and mouse with two Ducatis chasing down a fast-starting Kawasaki.

But at the end of the day it was Giancarlo Falappa who continued to lead the Victors World Superbike Championship. The Italian won the first race thriller then finished third in the second leg to take his points tally to 75, 11 ahead of Muzzy Kawasaki's Scott Russell, who was in superb form in Germany.

Russell grabbed pole position with a scintillating two-minute, 3.64-second lap on the Kawasaki, but chose the wrong engine for the first race and lost out in the horsepower game. But in the second leg he reverted to the engine he used in qualifying and cleared off from the pack with some impressively fast laps early on to ensure no one could latch on to his draft.

Italian Fabrizio Pirovano took the Belgarda Yamaha Racing Division (BYRD) Yamaha - Belgarda is the Italian Yamaha importer - to second place in the first leg with Carl Fogarty third, but neither rider turned in similar second race performances and finished fifth and seventh, respectively.

Instead, ex-500cc Grand Prix rider Juan Garriga finally got to grips with superbike racing to beat fellow factory Ducati rider Falappa after a race-long second leg duel. Aaron Slight, despite tire problems on the second Muzzy Kawasaki, finished fourth in both races and now sits third in the championship with 47 points, 28 behind Falappa.

The German round of the series also marked the opening round of the World Championship Sidecar Series. Brits Steve Webster and Gavin Simmons won a thrilling three-horse race after a long battle with Rolf Biland and Kurt Waltisperg, and Klaus Klaffenboeck and Christian Parzer.

The win was Webster's 22nd in 80 Grand Prix starts.

Qualifying

Hockenheim is a horsepower track, the six-turn stadium section representing less than 20% of the circuit in terms of overall lap times with the remainder of the track being long straights - punctuated only by two second/third gear chicanes and linked by the third gear Ostkurve. That all adds up to lap speeds averaging over 120 mph.

Not only is Hockenheim a horsepower track, the motorcycle with the ability to track the bumps, especially out of the two chicanes (which riders said seemed bumpier than last year), also set a premium on suspension setup.

Scott Russell's bike had both good horsepower and perfect suspension setup - the latter aided by the Debus data logging system the team was using to full capacity for the first time.

Russell looked sensational in qualifying. His pole time came in the final session, a 2:03.64 on qualifying tires: "It's going good and I hope it stays that way," Russell said. "We had a little gearbox problem in the final session, it skipped fifth and went straight into sixth three times so we're checking that."

The Muzzy team arrived at Hockenheim with some different engines, not just with more horsepower, but with different setups to move the power delivery around a little. The bikes also had revised air boxes to try and cram more cool air to the carbs.

After qualifying Russell added: "I'll have even more horsepower tomorrow. My best engine, which also has a slightly different gearbox setup, wasn't in the best chassis so we'll change that over for the race.

"The problem is that we've lost that first session on Friday and that kinda screws things up. You've just gotta get out there and get a time instead of concentrating on getting the motorcycle set up as you want it."

Stephane Mertens was second quickest on his Grottini Ducati with a 2:04.07. That was only marginally better than his time which led the first session on Saturday. He perhaps could have gone faster late in the final session had it not been for a mistake coming out of the final corner leading onto the start/finish straight - which resulted in him crashing into the hay bales.

Mertens was complaining of pains in his back after the crash - he had been suffering from trapped nerves and pulled muscles for three weeks after a race at Misano and required help from a osteopath to ease the pain.

Stephane Mertens (7), Carl Fogarty (4), Fabrizio Pirovano (5) and the rest of the pack battle in the second leg; Pirovano, Mertens and Fogarty finished fifth, sixth and seventh.

Falappa was third quickest with a 2:04.76 on the Team Roche Ducati. The bike was fitted with the same variable length inlet tract for the injectors which Roche used last year and a new exhaust power valve system, but the team decided against using them in Germany.

His teammate Carl Fogarty was next up with 2:04.80 after getting a fresh engine - the same spec as Falappa's. But the Brit was still struggling to get the suspension to his liking. He clocked the fastest recorded time through the speed trap that was set up just before the first chicane - 179 mph.

"The new engine feels a lot sharper," Fogarty said. "The other one felt much the same as my engine I had last year. The only problem we have now is an oil leak. There's so much oil everywhere we're not really sure where it's coming out."

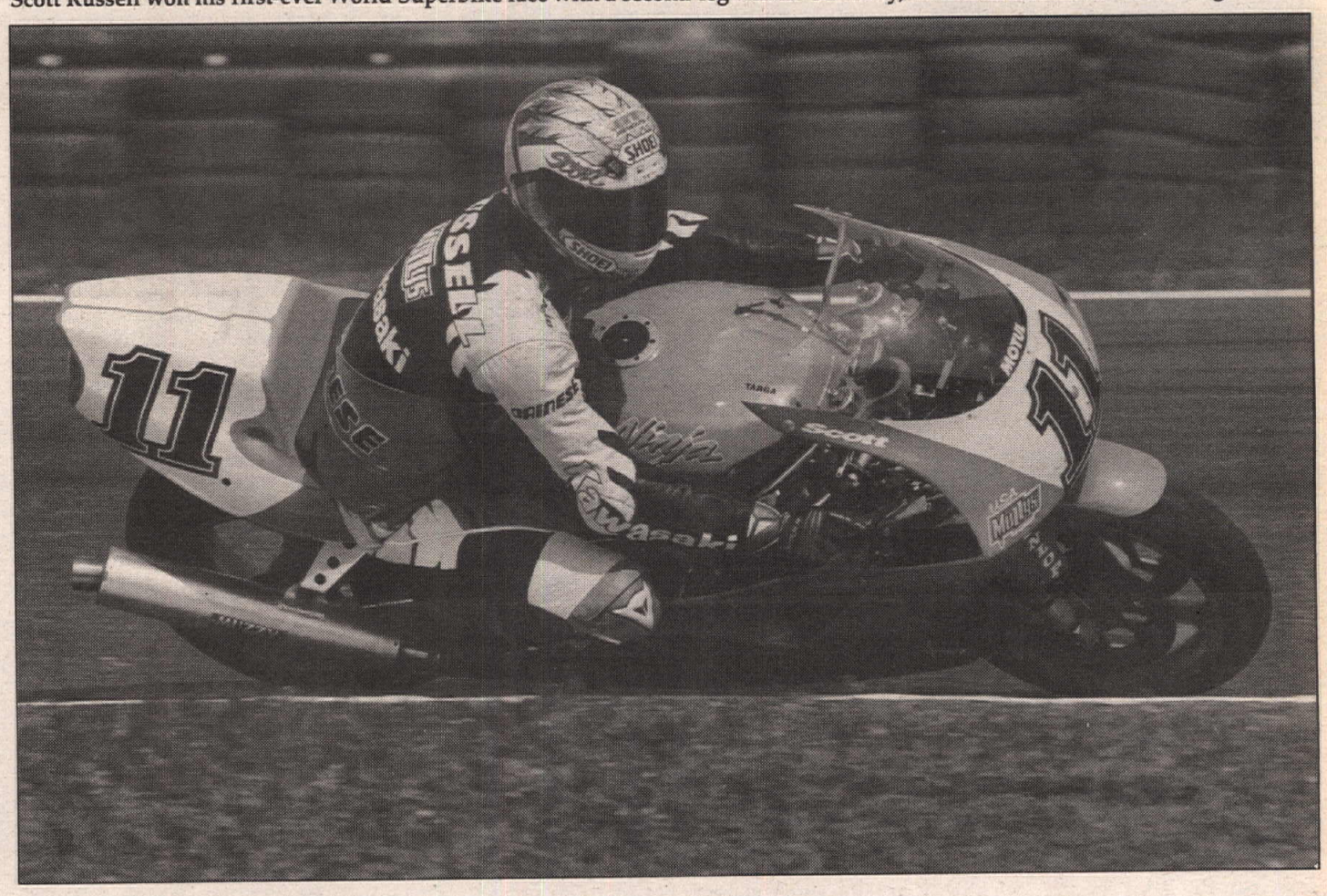
Aaron Slight completed the front row with a 2:05.01. Slight said he could have gone faster on his qualifying tires, but was balked by a train of Ducatis just when he was setting up for a hot lap. His best lap was recorded on race rubber.

"Bloody Ducatis," he moaned. "Each time I went to pass, they would pull across and I kept having to slow. The team got me on 4.9 (2:04.9) on race rubber, but I did a flat five first lap on my qualifiers and could have gone a lot quicker."

The fastest Yamaha was BYRD's Pirovano - and it was fast, 178 mph through the speed trap, but "Fabri" was still battling to get the suspension sorted. The BYRD team is desperately short of track time, mainly because the team says they have a shortage of spares. Pirovano rides a customer kit bike in Italian championships - a very different motorcycle to his World Superbike machine.

Adrien Morillas qualified seventh, finding almost two seconds improvement in the final session on the Kawasaki France machine. "First practice, the suspension was so bad, I could not put full gas along the straight," he complained. "And we had a spark plug break up which gave us a misfire. Then in the final session we softened the front suspension, made the rear harder and it is now perfect."

Scott Russell won his first-ever World Superbike race with a second-leg win in Germany; he finished sixth in the first leg.



Andy Hoffman was the fastest German with a 2:05.41 on his Kawasaki Deutschland ZXR then came Terry Rymer on the Pepsi Galp Yamaha. The two broken bones in the back of his right hand, and the shoulder ligament damage from his Le Mans 24-Hour practice crash had not healed. But he set his clip-on handlebars much flatter for extra leverage, fitted a high screen and turned a 2:05.81. The team had done some engine work and was trying a new exhaust system. The bike was fast but the White Power suspension still needed to be sorted out.

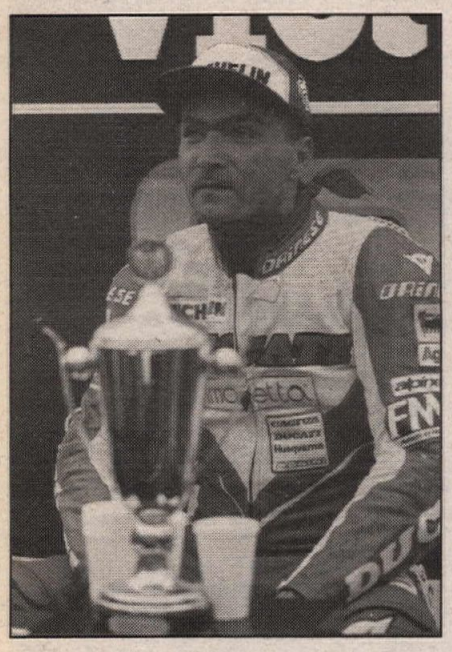
Fred Merkel was down in 12th position on the grid and bemoaning lack of track time with his BYRD Yamaha. He doesn't even get to run the Italian Championship races and is keeping in shape between races with triathlons but admitted: "Fitness training is okay, but nothing works better than getting on a motorcycle," Merkel said. "We need to do some proper testing, not come to the races to sort the thing out."

Baldassarre Monti was disappointed to be back on the third row: "Monti is fast - bike is slow," he shrugged. "It is

ROAD RACE World Championship Superbike Series: Round 2

(From left to right) Juan Garriga, Scott Russell and Giancarlo Falappa on the victory podium; Falappa leads the title chase over Russell.

Race one winner and championship leader Giancarlo Falappa.



fast enough to slipstream but not fast enough to pass. I don't like this track anyway - no corners. Too much straight," he moaned, eyes closed, yawning, right hand indicating full throttle. His comments were confirmed by the speed trap times - 172 mph, some 6.8 mph down on Fogarty's best.

Race 1

In the morning warm-up Russell's team switched his qualifying engine to one that theoretically gave even more horsepower, and sure enough he was fastest in the brief session, clocking a 2:04.33.

Rymer had problems on the warm-up lap when his CTS earth wire broke, meaning he would have to do even more work with the injured right wrist (the CTS allows the throttle to be kept wide open during upward gear changes).

Slight took the lead going into the Ostkurve on the first lap and led into the stadium for the first time with one big freight train behind the Muzzy Kawasaki.

Pirovano held second from Fogarty, Falappa, Rymer, Garriga, Mertens, Monti, Bontempi, Russell, Hoffmann and Morillas. Merkel having just dabbed his front brake as he crept forward under the red was caught out when the lights changed to green and was 21st at the end of the lap.

Garriga's charge lasted only three laps when his clutch failed. The Grottini team were running a new sprag-type clutch (similar to the Kawasaki's) to stop rear wheel chatter going into the turns, but it failed. Garriga's sudden departure nearly spelled disaster for Fogarty.

"I nearly hit him when his clutch went," Fogarty said. "I was accelerating hard out of the second chicane and he just stopped. I'll never know how we all missed him."

The same lap, Rymer was late, having gone straight at one of the chicanes. "I could have made it but I was in too hot and maybe if I had tried I would not have had the strength to have held it if something would have gone wrong."

Merkel crashed out in turn one at the start of the fifth lap. He was unhurt and said: "Carburetion again. It keeps missing then hits suddenly. This time when it hit, it hit hard and spat me over the bars." Merkel took a trip into the tire protected guard rail face first which left an imprint of his helmet on his forehead and chin.

Up front, though, the battle was raging with seven bikes going at it - with three manufacturers - Ducati, Kawasaki and Yamaha - represented. Russell had been up to second behind Fogarty on the fifth lap, but was fading back through the pack. But that was no surprise, all eight of the leading pack were chopping and changing so much.

What people didn't know was that Russell wasn't playing a watching brief. He was in fact struggling to keep pace with the bunch. "I didn't have enough power," he later revealed. "I couldn't hold those guys off the corners."

Monti toured into the pits to retire with an electrical problem and we were left with seven up front.

Pirovano took up the running on the sixth lap and, apart from a brief run by Fogarty for a lap, held the position until the 12th lap when Falappa took over.

Fogarty, with no real speed advantage, was making his time up in the turns. "I was losing out a bit on the brakes," he said later. "I don't really know why. But it was my cornering speed where I really made up time, especially in the fast corner (Ostkurve) out the back. One time, I rode around the outside of Falappa and Slight. I was also having a bit of a problem getting the power down out of the first chicane over the bumps. I was short-shifting there."

By now Mertens was out, his engine dying as he came out of the Sachskurve to add to the high attrition rate. His bike wasn't running well in the morning warm-up after the previous day's crash. The crew thought it was electrics and figured they had licked the problem, but it was later discovered that the fuel pump had also been damaged.

Less than a second covered the leaders, and on the final lap Fogarty made a big play for the win, taking the lead out of the second chicane. But Pirovano and Falappa came through on the brakes into the stadium for the last time - with Falappa being the bravest into the right-hander. Surprisingly, there were none of the last lap dramas at the Sachskurve on the last lap that have marred previous superbike finishes, so Falappa took the win from Pirovano with Fogarty third - a 1-2-3 for Michelin.

"I enjoyed this race," Falappa said. "I like to race close quarters. We had some small problems with the front forks, the rebound damping was not working so well but my bike was very quick. Rolando (Simonetti) has done a lot of work on our bikes since Brands Hatch."

Pirovano was confident he could have won, but admitted the Ducatis always had an advantage on the brakes. "The Ducatis can brake that much deeper," he said. "My Yamaha is the fastest bike in the group and is about the same on acceleration. But the Ducati riders all seem to go in too deep in the corners and screw up their exits speed - they are too fast into the corners and can't get the drive out they should be able to with the bikes they have."

Fogarty's Ducati finished the race smeared with oil - something which had worried the British rider in the closing stages. "In the last couple of laps I could feel the oil on my boot and there were a few slides - but nothing too serious. It just made me a bit worried. If I had plenty of points from Brands, I would have stuck my neck out and maybe have pulled it off - but I thought it would be better to score a few points instead."

Fourth was Slight with his rear Dunlop losing grip late in the race. He was ahead of fellow Kawasaki riders Morillas and Russell - with Morillas beating Russell despite his engine pulling 1000 rpm less than it had done in qualifying the previous day.

Race 2

Between races, Russell's team switched his qualifying engine into his first race chassis while Kawasaki France had discovered a small crack in the crankcase of Morillas' bike and he was forced to run his back-up bike.

Hoffmann was lucky to avoid getting mowed over at the start when he stalled his Kawasaki on the second row of the grid. Russell, though, got a great start this time and led the first lap with almost a second lead on the field as he entered the stadium for the first time.

Rymer was an early retirement, touring back to the pits with fuel starvation, later found to be caused by a pinched fuel line.

Russell charged early on and quickly built a cushion. Behind him the race was as hectic as the first. Slight held second for a while from Falappa and Monti then a small gap to Mertens, Pirovano, Fogarty and Garriga. A little further back came Weibel, Merkel, and Morillas.

Russell's lead extended lap after lap until he had 4.7 seconds in hand on lap seven - but then it began to dwindle away. Initially it was Garriga, Falappa and Pirovano making the effort, but the Yamaha rider dropped off the pace and it was down to the two Ducatis to close the gap.

Pirovano could explain why he lost the draft: "I had no problems with the bike. I lapped faster than the first race, but it wasn't fast enough," he said.

"With two laps to run the gap from Russell to the two Ducatis was down to two seconds, but Russell just had enough of a cushion to hang on to win his first World Championship Superbike race.

"I aimed to get a good start," he said. "I didn't want to get messed up in the pack again. I got clear, but I guess I worked my tires too hard and cooked them. I looked back and saw two Ducatis coming and thought, 'Uh-oh.' I tell you, I was worried there - and we picked up a vibration after about 10 laps, maybe it was my imagination. The engine we used in this race feels like it revs slower, but it proved better even though I thought the other engine was faster - tells you how much I know, huh?"

Garriga took second, but only after Falappa tried a wild outbraking shot at the Sachskurve and ran wide allowing the Spaniard to duck back underneath.

Garriga was running the stock Ducati clutch in the second leg: "It took time to get used to the chattering into the corners again," he said. Garriga had used his wise GP head to ensure he nailed down second. "I was expecting Falappa to come inside at Sachs so I gave him plenty of room and went under him as he went wide."

Falappa had charged hard and said: "Two more laps and maybe I could have done it (win the race). My first lap was a little slow, but Scott was very fast."

Slight took fourth, again disappointed not to have finished higher. His rear

tire again gave him grief - and so did the Ducatis. "I can cope with a sliding rear out of a corner, but not going in. It was worse this time. And those Ducatis. I can make up time through the corners, my corner speed is much higher but they always come back on the brakes."

Pirovano was fifth, even though he'd lapped faster in the second race. Mertens was sixth, some seven seconds further back, just holding Fogarty off in the Sachskurve on the final lap.

Fogarty said: "My bike wasn't so strong in the second race. It would barely pull sixth. I reckon I was riding harder this time (than the first race), but I couldn't pass people out of the slipstream. I got Mertens going into the Sachs on the last lap, but he had the line and pushed me out wide."

Georgian Tripp Nobles finished 19th and 21st. Those finishes might not sound like much, but considering he is riding an obsolete Honda RC30, he acquitted himself well. "Those guys could run me down on the straights, but I was having fun in the turns," Nobles said. "First race I was looking for the white flags (used to indicate the last lap in AMA Nationals) and planned to set (Brian) Morrison up - but the flag never came out. I actually grazed Morrison when I pulled out of his slipstream going into one of the chicanes. He didn't looked too pleased with me." CN

Results

SB QUALIFYING: 1. Scott Russell (2:03.64); 2. Stephane Mertens (2:04.07); 3. Giancarlo Falappa (2:04.76); 4. Carl Fogarty (2:04.80); 5. Aaron Slight (2:05.01); 6. Fabrizio Pirovano (2:05.34); 7. Adrien Morillas (2:05.37); 8. Juan Garriga (2:05.41); 9. Andreas Hoffman (2:05.41); 10. Terry Rymer (2:05.81); 11. Pier Bontempi (2:06.12); 12. Fred Merkel (2:06.17); 13. Baldassarre Monti (2:06.28); 14. Eric Weibel (2:06.37); 15. Chris Lindholm (2:06.73); 16. Ernst Gschwender (2:07.20): 17. M. Lucciari (2:07.32); 18. Stefan Crafar (2:07.37); 19. Jeffry De Vries (2:07.55); 20. Dominique Sarron (2:07.66); 21. B. Schick (2:07.95); 22. Herve Moineau (2:07.96); 23. R. Kellenberger (2:08.28); 24. Udo Mark (2:08.30); 25. A. Presciutti (2:08.30): 26. Daniel Amatriain (2:08.47); 27. V. de Stefanis (2:08.72); 28. F. Furlan (2:08.90): 29. Brian Morrison (2:08.91); 30. R. Jaenisch (2:09.27); 31. Karl Truchness (2:09.35); 32. A. Harmati (2:09.86); 33. Peter Rubatto (2:10.16); 34. B. Metzger (2:10.27); 35. Tripp Nobles (2:10.85); 36. R. Biagioli (2:11.36); 37. E. Schyder (2:12.37); 38. H. Hernemann (2:13.36); 39. P. Klampfer (2:14.06); 40. S. Seidel (2:15.32).

RACE 1: 1. Giancarlo Falappa (Duc): 2. Fabrizio Pirovano (Yam); 3. Carl Fogarty (Duc); 4. Aaron Slight (Kaw); 5. Adrien Morillas (Kaw); 6. Scott Russell (Kaw); 7. Andreas Hoffman (Kaw); 8. Terry Rymer (Yam); 9. Chris Lindholm (Yam); 10. R. Kellengerger (Yam); 11. Jeffry De Vries (Yam): 12. Edwin Weibel (Duc); 13. Dominique Sarron (Yam); 14. Udo Mark (Yam); 15. B. Schick (Duc); 16. M. Lucciari (Duc); 17. F. Furlan (Kaw); 18. Herve Moineau (Suz); 19. Tripp Nobles (Hon); 20. V. De Stefanis (Yam); 21. Brian Morrison (Kaw); 22. R. Jaenisch (Suz); 23. Peter Rubatto (Duc); 24. A. Pruschiutti (Duc); 25. Ernst Gschwender (Kaw); 26. E. Schnder (Duc); 27. K.H. Herrmann (Yam); 28. P. Klampfer (Yam); 29. R. Biagioli (Kaw); 30. P. Bontempi (Kaw); 31. A. Harmati (Yam).
Time: 29 min., 26.53 sec.
Distance: 14 laps, 59.08 miles.
Average Speed: 120.142 mph.
Margin of Victory: 0.22 sec.
Fastest Lap: Giancarlo Falappa, 2:04.51/121.754 mph.

RACE 2: 1. Scott Russell (Kaw); 2. Juan Garriga (Duc); 3. Giancarlo Falappa (Duc); 4. Aaron Slight (Kaw); 5. Fabrizio Pirovano (Yam); 6. Stephene Mertens (Duc); 7. Carl Fogarty (Duc); 8. Adrien Morillas (Kaw); 9. Pier Bontempi (Kaw); 10. Stefan Crafar (Duc); 11. Edwin Weibel (Duc); 12. Fred Merkel (Yam); 13. Chris Lindholm (Yam); 14. R. Kellenberger (Yam); 15. Daniel Amatriain (Duc); 16. Dominique Sarron (Yam); 17. Udo Mark (Yam); 18. B. Schick (Duc); 19. A. Harmati (Yam); 20. Brian Morrison (Kaw); 21. Tripp Nobles (Hon); 22. Herve Moineau (Suz); 23. V. de Stefanis (Yam); 24. Baldassarre Monti (Duc); 25. Karl Truchsess (Kaw); 26. A. Presciutti (Duc); 27. E. Schnyder (Duc); 28. K. Hernemann (Yam).
Time: 29 min., 6.53 sec.
Distance: 14 laps, 59.08 miles.
Average Speed: 121.518 mph.
Margin of Victory: 1.57 sec.
Fastest Lap: Aaron Slight, 2:03.23/123.019 mph.

SUPERBIKE WORLD C'SHIP POINT STANDINGS (After 2 of 14 rounds): 1. Giancarlo Falappa (75); 2. Scott Russell (64); 3. Aaron Slight (47); 4. Fabrizio Pirovano (43); 5. Adrien Morillas (37); 6. Stephane Mertens (33); 7. Juan Garriga (30); 8. Carl Fogarty (24); 9. Fred Merkel (22); 10. Terry Rymer (19); 11. Brian Morrison (15); 12. Valerio de Stefanis (11); 13. Chris Lindholm (10); 14. (TIE) Andreas Hofmann/David Jefferies/Edwin Weibel (9).

SIDECAR GP: 1. S. Webster/G. Simmons (LCR): 2. R. Biland/K. Waltisperg (LCR); 3. K. Klaffenboeck/C. Parzer (LCR); 4. D. Brindley/P. Hutchinson (LCR); 5. J. Lauslehto/J. Levinsen (LCR); 6. S. Abbott/J. Tallford (Win); 7. T. Wyssen/K. Wyssen (LCR); 8. D. Dixon/A. Hetherington (LCR); 9. Y. Kumagaya/B. Houghton (LCR); 10. M. Boesiger/B. Leibundgut (LCR); 11. J. Huegli/A. Haerni (LCR); 12. R. Bohnhorst/S. Zillmann (LCR); 13. M. Reddington/T. Crone (LCR); 14. B. Gaelross/P. Berglund (LCR); 15. R. Hollweg/D. Mehlir (LCR).
Time: 32 min., 37.97 sec.
Distance: 15 laps, 63.3 miles.
Average Speed: 116.138 mph.
Margin of Victory: 1.5 sec.
Fastest Lap: R. Biland, 2:08.52/117.956 mph.

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Larry Roeseler

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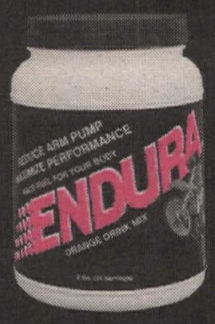

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20 MICHAEL DILLON
21 WILL DAVIS
22 KEITH DAY
23 KEVIN ATHERTON
26 STEVE BEATTIE
27 DAVE CAMLIN
27N TY HOWARD
29Z TED TAYLOR
31 DAN INGRAM
32 MIKE HALE
42 STEVE MOREHEAD
42Z BRETT LANDES
44 KRIS KISER
46Z MIKE INDERBITZIN
51 CRAIG ESTELLE
57 RUSTY ROGERS
65 JASON FLETCHER
66 GEORGE ROEDER II
69F JESS ROEDER
72 LARRY PEGRAM
77 SCOTT STUMP
80 RICH KING
84 CHANCE DARLING
86Z TIM SELBY
91 ANDY TRESSOR
96 DAVID LLOYD

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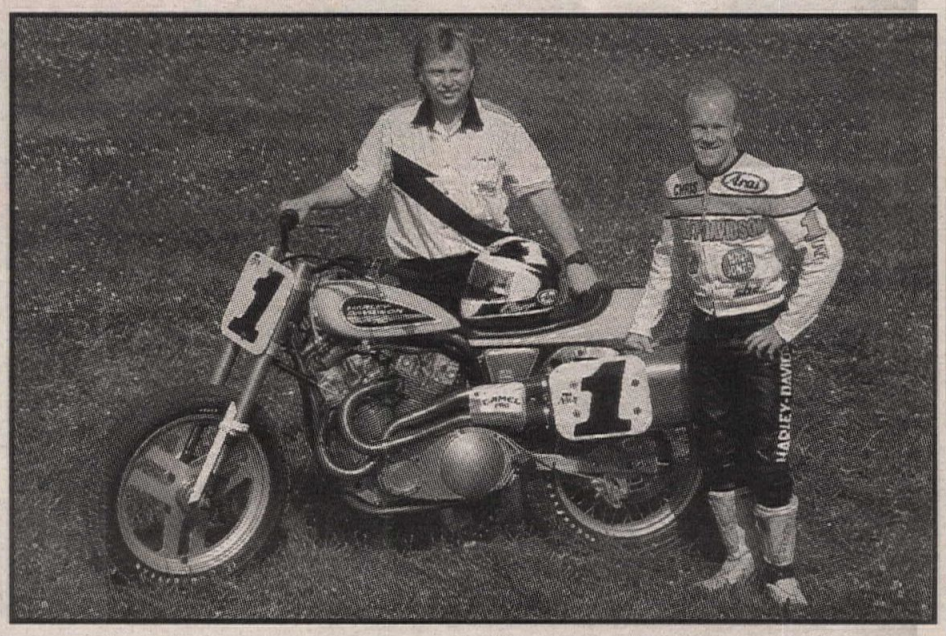
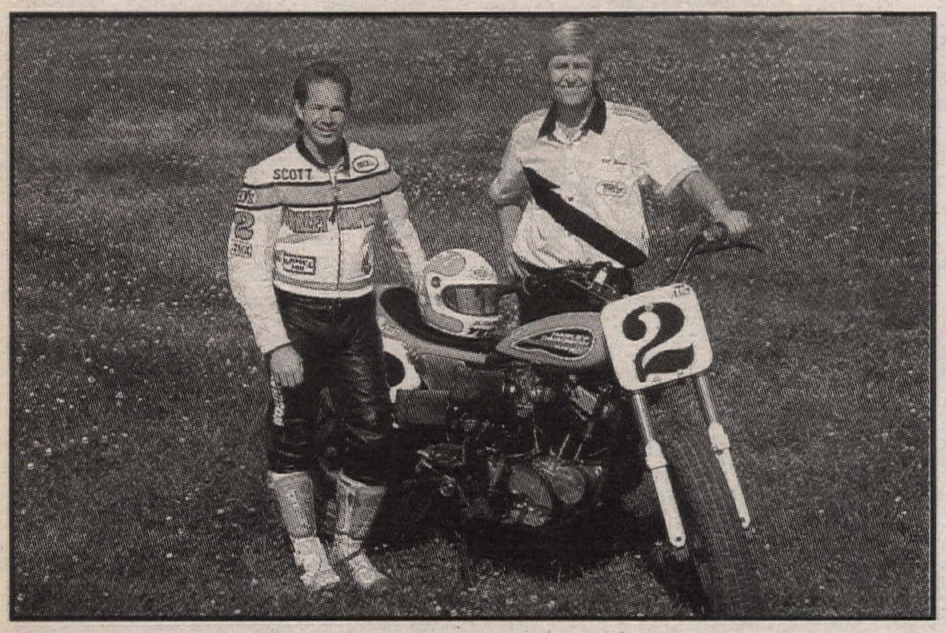
DIRT TRACK Grand National Championship competitors

The champ and his challengers

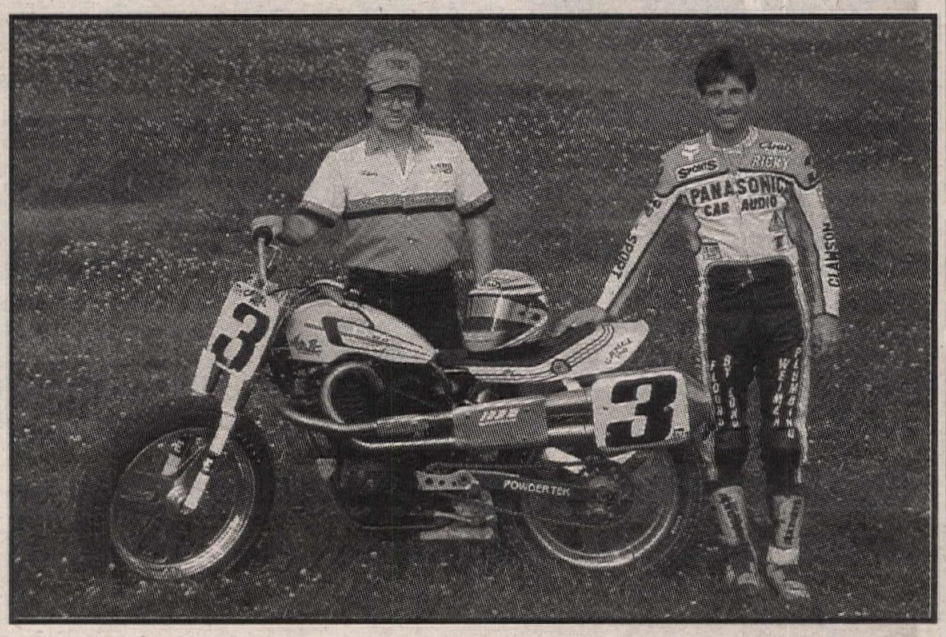
Photos by Donn Maeda



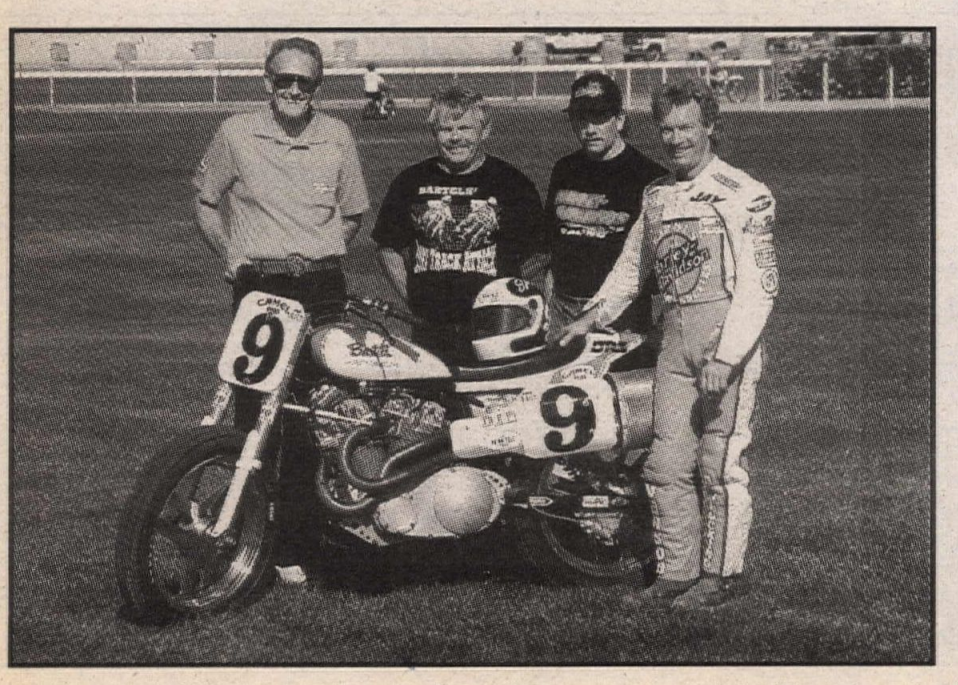
#1 *Chris Carr*
Hometown: Valley Springs, CA
DOB: 5/6/67
Bike: Harley-Davidson XR750
Owner: Harley-Davidson Motor Co.
Tuner: Kenny Tolbert
Sponsors: Harley-Davidson Inc., Arai, Hap Jones, Yoko, SBS, White Bros., Sunoco, Knight.



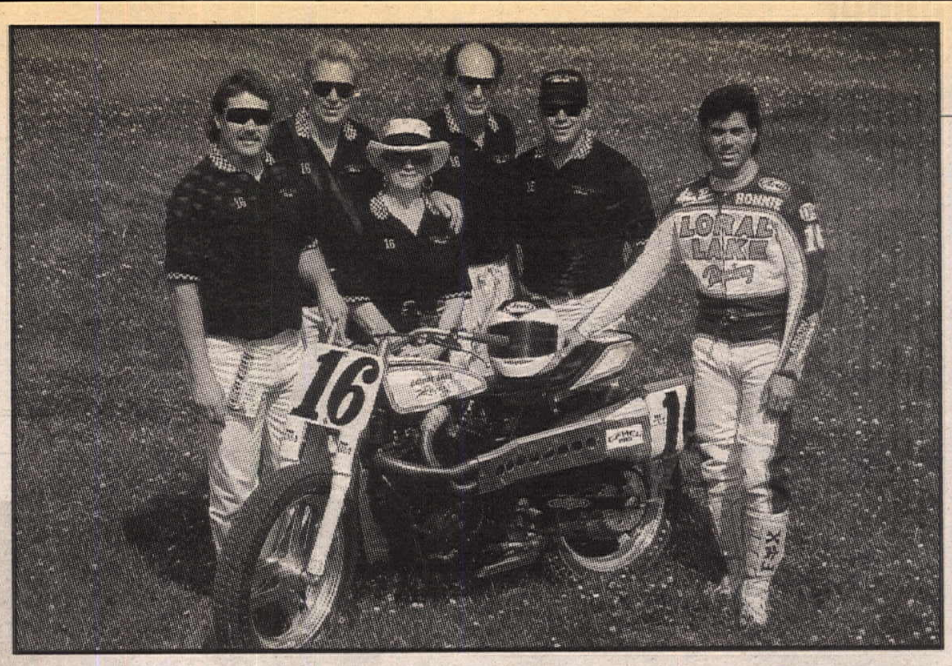
#2 *Scott Parker*
Hometown: Swartz Creek, MI
DOB: 11/21/61
Bike: Harley-Davidson XR750
Owner: Harley-Davidson Motor Co.
Tuner: Bill Werner
Sponsors: Harley-Davidson Inc., Bell, Yeti Bicycles, D.I.D., H.O.G.



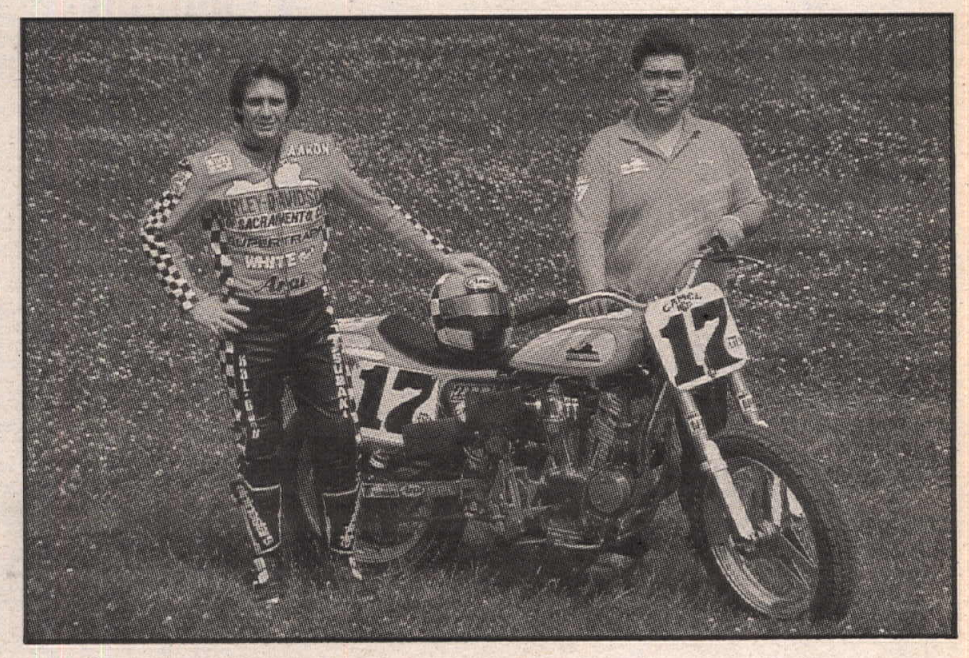
#3 *Ricky Graham*
Hometown: Salinas, CA
DOB: 12/26/58
Bike: Honda RS750
Owner: Johnny and Sarah Goad
Tuner: Johnny Goad (shown)
Sponsors: Team Undo, Frontier Ford, Panasonic Car Audio, Z Galleries, Fox, Arai, Salinas Sport Center, Floors by Long, Weimer Plumbing, Sports, Tsubaki, Ponton Glass, Matt's Muffler, Clawson Honda.



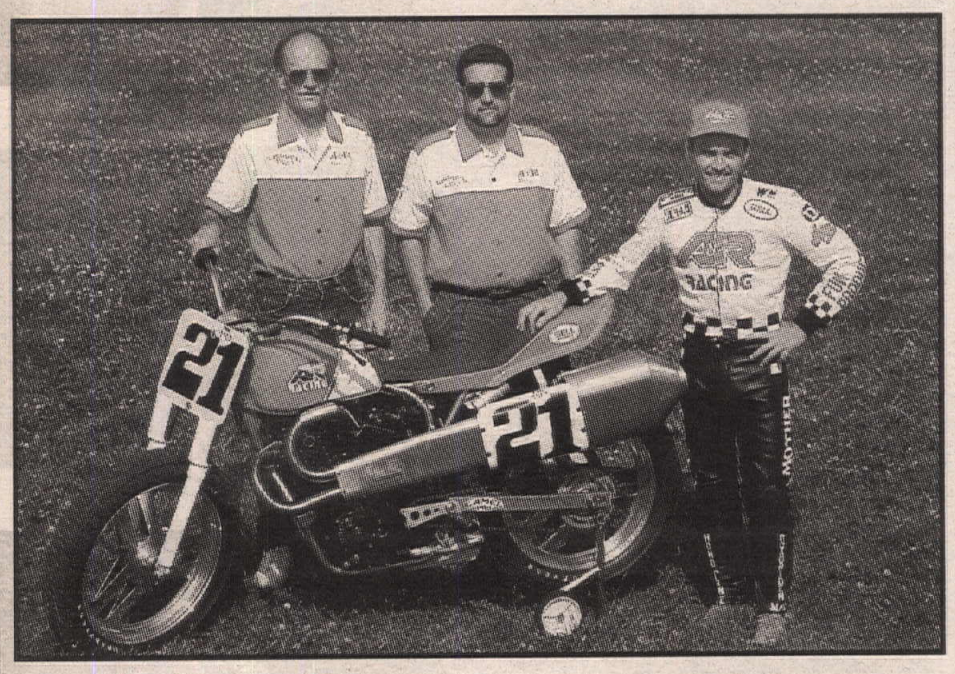
#9 *Jay Springsteen*
Hometown: Lapeer, MI
DOB: 4/15/57
Bike: Harley-Davidson XR750
Owner: Jim Kelly (left)
Tuner: Phil Darcy (not shown)
Sponsors: Bartels' Harley-Davidson, Harley-Davidson Inc., K&N, D.I.D., Performance Machine, White Bros., Bell, Vanson, R.C. Trucking, Jack Sisemore, SuperTrapp, SBS, Motion Pro, Kal-Gard, "Cooker" (middle), Ken King (right).



#16 *Ronnie Jones*
Hometown: Oklahoma City, OK
DOB: 10/29/60
Bike: Honda RS750
Owners: (left to right) Rick Canode, Al Bergstrom, Lorraine Bergstrom, tuner Bob Corray, Mike Bergstrom.
Tuner: Bob Corray
Sponsors: Loral Lake Racing, Motion Pro, Arrow Die Cast, Arai, Pro Plates, Fox. (At eastern races, Jones will race the George Garvis-owned and tuned Honda RS750)



#17 *Aaron Hill*
Hometown: Stockton, CA
DOB: 11/9/67
Bike: Harley-Davidson XR750
Owner: Mike Shadduck
Tuner: Monte Heath (shown)
Sponsors: Harley-Davidson of Sacramento, Arai, Tsubaki, Kal-Gard, SuperTrapp, White Bros., O'Brian Racing.



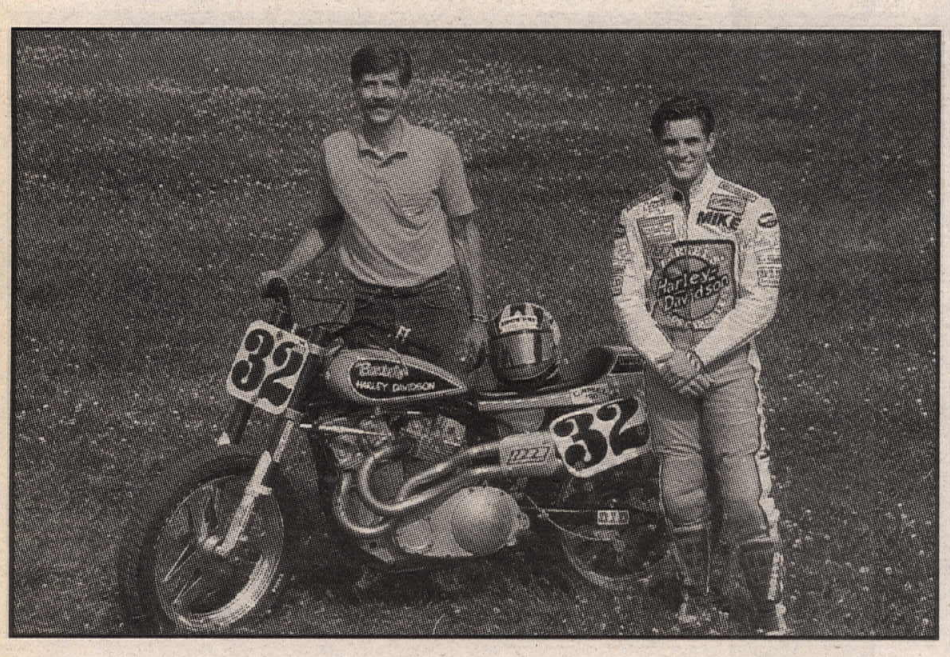
#21 *Will Davis*
Hometown: Goldsboro, NC
DOB: 11/14/64
Bike: Honda RS750
Owner: Craig Rogers (middle), Louie Aruta (not shown)
Tuner: Dennis Town (left)
Sponsors: A&R Racing, Mother Fletchers, Fun Products, Motion Pro, Bell, KK Motorcycle Supply, SBS.

#23 *Kevin Atherton*
Hometown: White Pigeon, MI
DOB: 3/2/71
Bike: Harley-Davidson XR750
Owner: Texas Harley-Davidson
Tuner: Skip Eaken
Sponsors: Texas Harley-Davidson, Sponseller Racing, Arai, KK Motorcycle Supply, Motion Pro.

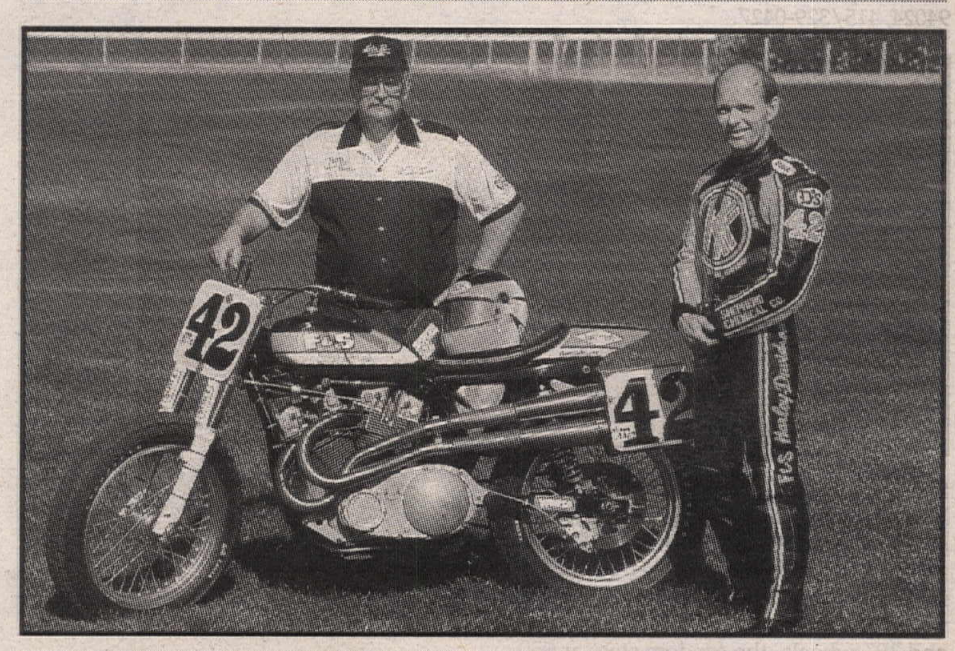
#27 *Davey Camlin*
Hometown: Rock Island, IL
DOB: 12/10/69
Bike: Harley-Davidson XR750
Owner: Don Camlin
Tuners: Don Camlin (shown), Billy Weibler
Sponsors: Brenny's Cycle, Weibler's Harley-Davidson, Max Leathers, Bill Weibler Enterprises, Jim Sutter, Bell, K&N, KK Motorcycle Supply, H.O.G., Vought Machine Shop, DePaepes Gym.

DIRT TRACK Grand National Championship competitors

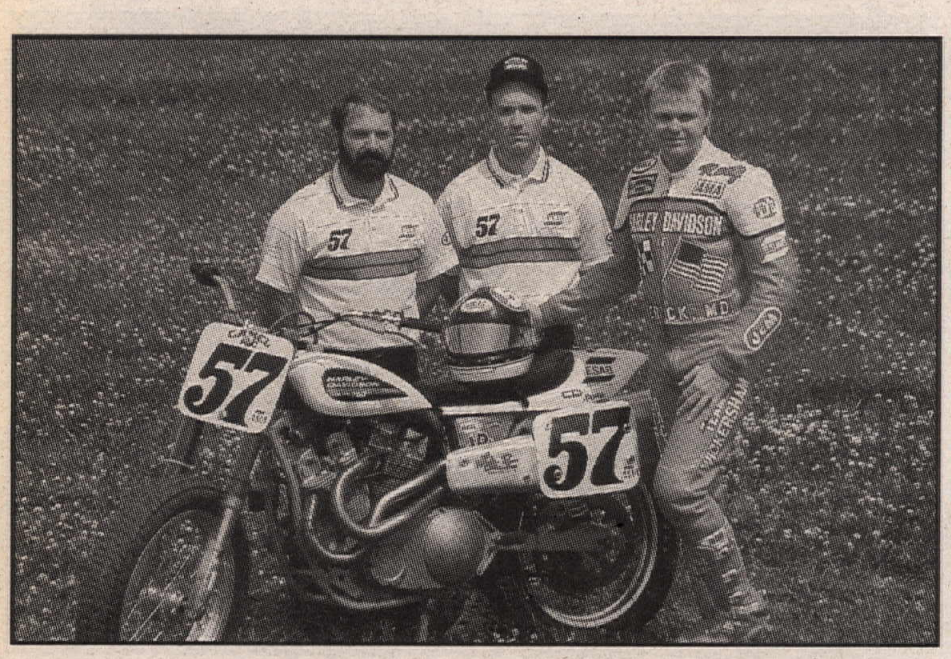
#31 *Dan Ingram*
Hometown: Indiana, IN
DOB: 9/9/54
Bike: Honda RS750
Owner: Mike Morr
Tuner: Mike Morr
Sponsors: M&M Racing, Shoei, Hondaline, Zanna, Tsubaki, Rocky Mountain Remanufacturing, Fatboy.



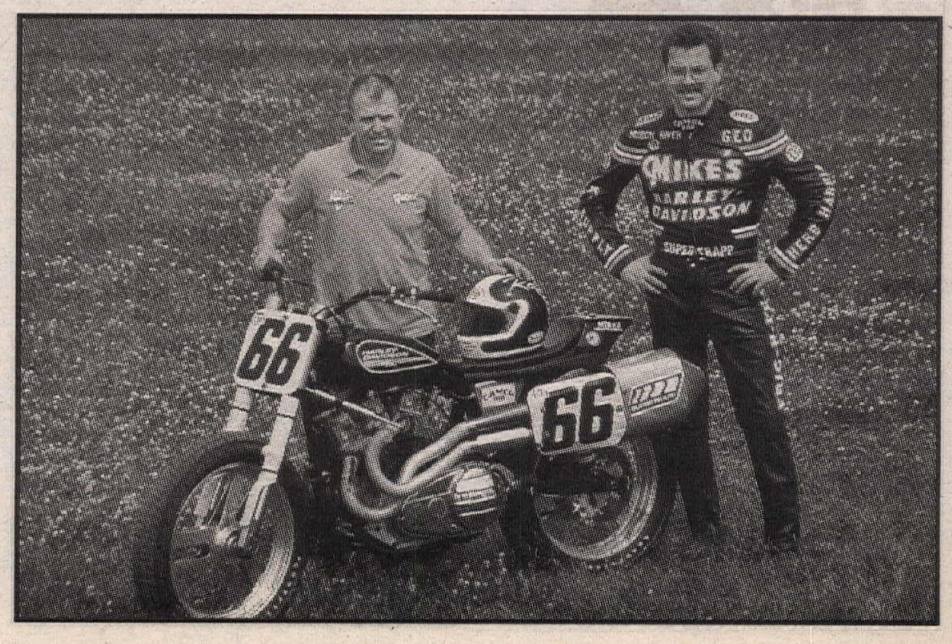
#32 *Mike Hale*
Hometown: Carrollton, TX
DOB: 12/14/71
Bike: Harley-Davidson XR750
Owner: Bartels' Harley-Davidson
Tuner: Bob Hale
Sponsors: Bartels' Harley-Davidson, Vanson, Motion Pro, Bieffe, Joe Schmoe Graphics, Kal-Gard, Stoughton Cycle, Supertrapp, Pennzoil, SBS, PFR, D.I.D., K&N, Hap Jones, 1xspa, Sam Line.



#42 *Steve Morehead*
Hometown: Findlay, OH
DOB: 8/23/55
Bike: Harley-Davidson XR750
Owner: Steve Morehead
Tuner: Skip Eaken, Steve Morehead
Sponsors: KK Motorcycle Supply, Sheperd Chemical Company, F&S Harley-Davidson, Storz Performance, Dragoo, Bell, SuperTrapp, Motion Pro, Zoom Cycle.

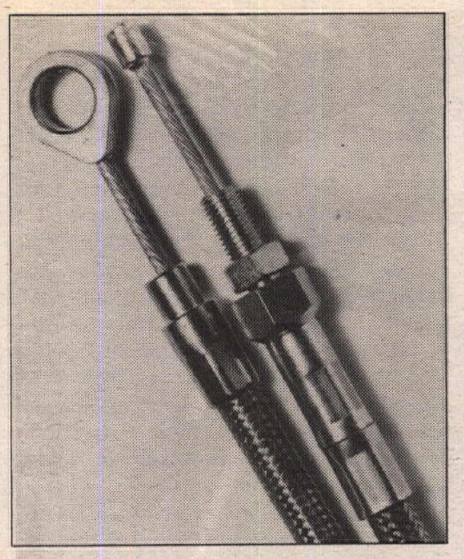


#57 *Rusty Rogers*
Hometown: Richmond, VA
DOB: 2/22/68
Bike: Harley-Davidson XR750
Owners: Phil (left) and Ken (middle) Wickersham
Tuner: Carl Patrick (not shown)
Sponsors: Harley-Davidson of Frederick, Hank Scott Racing, J&M Racing, Team Wickersham, Bell, ESAB, Airco, L Tech.

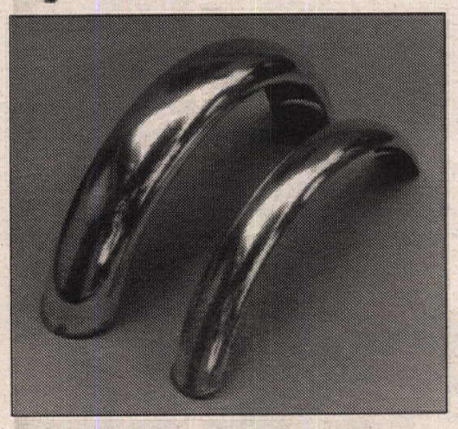


#66 *George Roeder II*
Hometown: Monroeville, OH
DOB: 9/5/67
Bike: Harley-Davidson XR750
Owner: George Roeder Sr.
Tuner: George Roeder Sr.
Sponsors: Mike Harley-Davidson, Roeder Harley-Davidson, Herb Harris, John Steel, KK Motorcycle Supply, Bell, Frick-n-Frac Trucking, Sherman Farms, Southeast Harley-Davidson, SuperTrapp, Huron River H.O.G., Johnson's Body Shop.

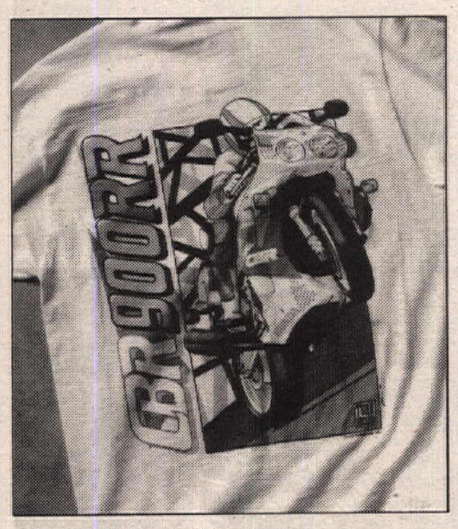
NEW PRODUCTS



Motion Pro's Stainless Steel Cables for Harley-Davidsons are available in throttle and speedometer versions. Made from high-quality stainless steel wire, the cable coverings are said to lend a superior metallic appearance and protection from accidental damage. The clutch cables have double-sealed lower fittings that are claimed to ensure against oil leakage from the transmission. Available for most Harley-Davidson motorcycles, the cables start at $24.95. For more information contact Motion Pro, Dept. CN, 119 Independence Dr., Menlo Park, CA 94024, 415/329-0427.



Speed & Sports' Aluminum Alloy Fenders for classic scrambles, trials and street bikes come in a variety of sizes to fit many vintage motorcycles. Available in a 4"-wide version for a 21" front wheel and 5" or 6"-wide versions for 18" and 19" wheels, the fenders start at $50. For more information contact Speed & Sport, Dept. CN, 310/490-0012.



The Turn One Honda CBR900RR T-Shirt is printed in six bright vivid colors on a white heavy-duty 100% cotton shirt, and is available in men's sizes M-XXL. Pictured on the back of the shirt is a rider aboard Honda's newest road racer, while a small Turn One logo is screened on the left side on front. The shirt comes in white only, and sizes M-XL cost $14.95, while the larger XXL version costs $16.95. For more information contact Turn One, Dept. CN, 1260 N. Hancock, #109, Anaheim, CA 92807, 800/262-4411. CN

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SPECTRO ANNOUNCES "SPECTRO GOLD" CONTINGENCY PROGRAM

Continuing in the tradition of supporting motorcycle racing at the "grass roots" level, **Spectro will be offering racers contingency awards totaling more than $50,000 in 1993.** Winners in the races listed below, who have used Spectro oil exclusively and who follow the program rules will be eligible for the listed awards.

O.K. RACERS, ITS TIME TO GET WITH THE PROGRAM AND WIN WITH SPECTRO!

AMA NATIONAL CHAMPIONSHIP ROADRACING SERIES - $36,000
5 Classes (600 cc Supersport, 750cc Supersport, Endurance GTO, Endurance GTU, Harley-Davidson U.S. Twins)
1st - $250.00 2nd - $100.00 3rd - $50.00

5/1-2	Charlotte NC
6/9*	Milwaukee, WI
6/12-13	Elkhart, WI
6/19-20	Loudon, NH
7/17-18	Braselton, GA
7/31-8/1	Brainerd, MN
8/7-8	Lexington, OH
8/28-29	Sonoma, CA
10/2-3	Atlanta, GA
10/17*	Daytona, FL

*Harley-Davidson Twins only.

$5,000 to win the 600cc supersport with $3,000 for second and $1,000 for third in points

$2,500 to win the championship in 750cc supersport and Harley-Davidson Twins

$1,000 to win the championship in either the Endurance GTO or GTU

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
$4,600 - 1 CLASS "OVERALL"
1st - $250.00 2nd - $100.00 3rd - $50.00

5/2	Navarro, CA
5/23	Perkinston, MS
8/1	Teller City, CO
8/8	Lansing, MI
9/5	New Waverly, TX

$1,000 to overall Grand National Enduro Champion

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES
$4,200 - 1 CLASS "OVERALL"
1st - $250.00 2nd - $100.00 3rd - $50.00

7/11	Hookstown, PA
7/25	S. Edmeston, NY
9/12	Millfield, OH
10/24	Flat River, MO
11/7	Wickenburg, AZ

$1,000 to overall Grand National Champion

AMA NATIONAL HARE & HOUND SERIES
$3,000 - 1 CLASS "OVERALL"
1st - $250.00 2nd - $100.00 3rd - $50.00

5/15	Wells, NV
9/12	Wendover, Nevada
10/12	Lucerne Valley, CA

$1,000 to overall Grand National Champion

BAJA 1000, PARKER 400, BAJA INTERNATIONAL - $3,000
1ST - $1,000 - OVERALL WINNER, EACH RACE

1993 Contingency Rules:

1. Riders must use Spectro engine oil and display official Spectro stickers in the proper locations (each side of the bike for road-racing, center front of front fender for off-road).
2. Spectro will pay contingency upon confirmation from the promoter of the event that the rider finished in the paying position and receipt of one photograph of the rider with the winning motorcycle with Spectro stickers visible. (Photos will become the property of Spectro Oils of America and must be released of all copyrights. Photos cannot be returned.)
3. To qualify for the championship bonus, a rider or team must have used Spectro engine oil exclusively in all of the events entered and completed a **"SPECTRO GOLD"** contingency form for all of those events.
4. Winners will be sent a check directly from Spectro Oils of America.
5. Riders must complete a **"SPECTRO GOLD"** contingency form for each event in the championship, including IRS form W-9. Call 1-800-243-8645 for forms.
6. Riders earning over $600 during 1993 will receive IRS form 1099 and will be responsible for all applicable taxes.
7. Program rules subject to change without notice.

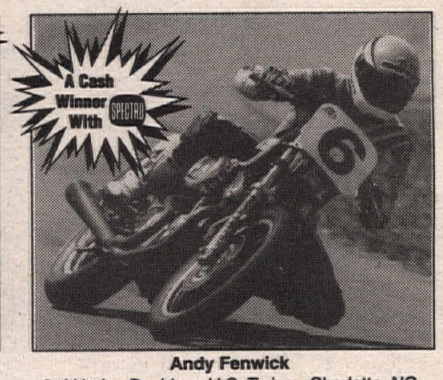
Congratulations to...

Scott Zampach
1st Harley Davidson U.S. Twins - Charlotte, NC

Congratulations to...

Brandon Gerber
3rd Overall Hare & Hound - St. George UT

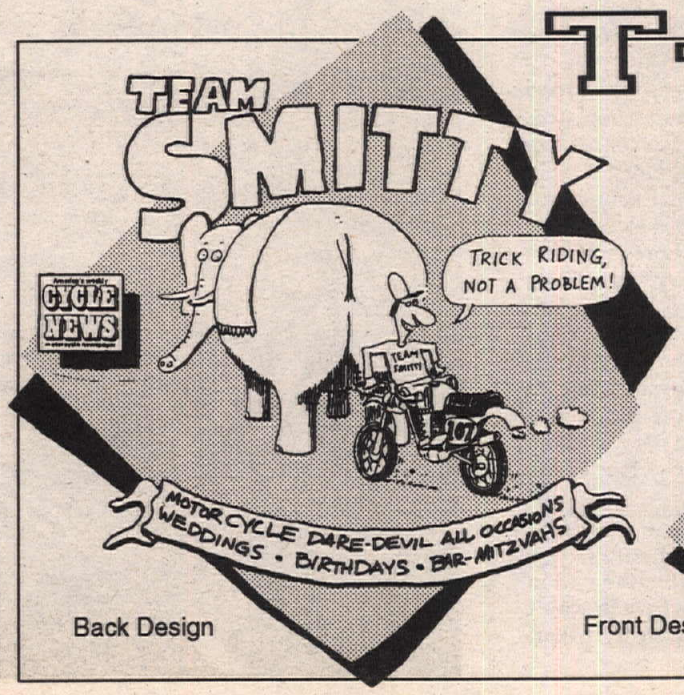
Congratulations to...



Andy Fenwick
3rd Harley Davidson U.S. Twins - Charlotte, NC

SPECTRO For Information Call: **1-800-2-GET-OIL (1-800-243-8645)** SPECTRO

T-SHIRTS



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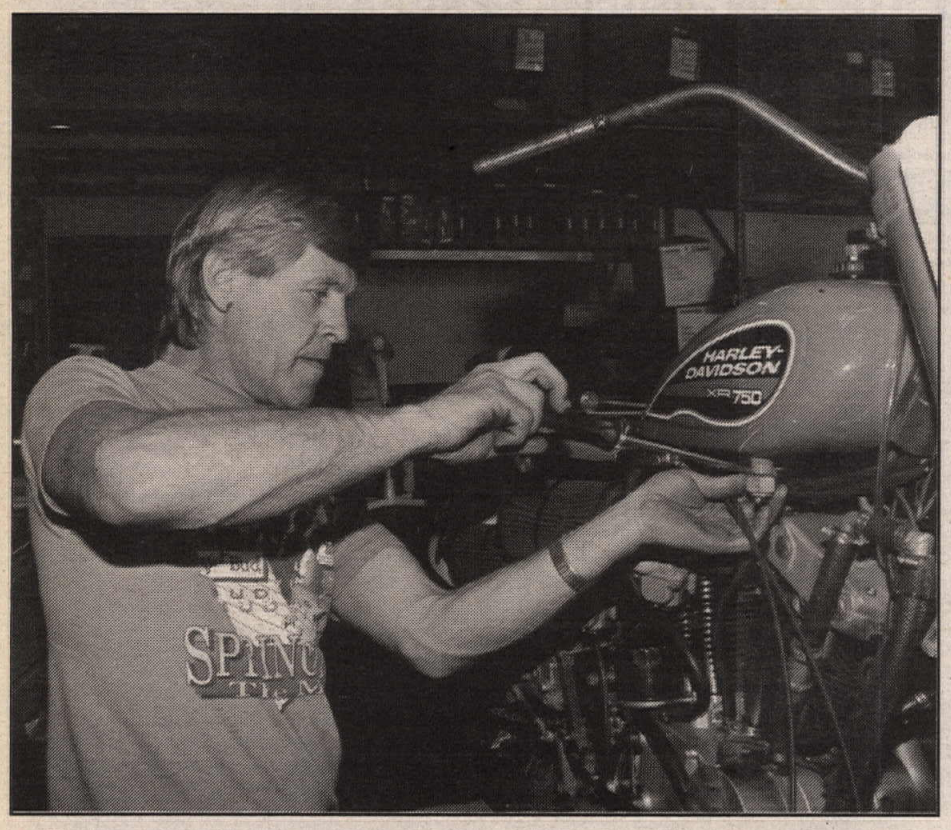
FEATURE A day with tuner Bill Werner

Hard work, not magic



With 19 years of experience, Bill Werner knows every nut and bolt on the Harley-Davidson XR750s that he prepares for his present rider, Scott Parker.

By Donn Maeda

They say that behind every good man is a good woman, and in the sport of AMA Grand National Championship racing, it's a given that behind every successful racer is a good tuner.

With 52 National wins to his credit, four-time Grand National Champion Scott Parker is undoubtedly the most-successful rider in the history of the sport. But how did he get there? Surely, he couldn't have done it alone.

That's where Bill Werner, Parker's tuner, comes in. Employed by the Harley-Davidson Motor Co., the 42-year-old racing veteran seems to have achieved "legend" status himself in racing circles.

In the past 19 years, Werner's riders have amassed 88 National wins and eight Grand National Championships with the titles being won by Gary Scott, Jay Springsteen and Parker. Werner is, undoubtedly, the sport's most successful tuner.

At many races - especially mile events - Parker always has as much or more power than the rest of the field. But what is it that Werner does to Parker's factory Harley-Davidson XR750s that makes them run so well? Does Werner have an ancient book full of magic tricks? Or rather, is it an unlimited budget and a never-ending supply of trick, one-off parts that gives the Werner/Parker team an advantage?

Three days after the Sacramento Mile, we had a chance to spend a day with Werner as he prepared Parker's XRs for the following weekend's Pomona Half Mile. And judging by the reaction that we got from some of the other Grand National competitors before that day, we were in for a real treat.

"Hey, take a lot of pictures when he pulls the heads off," said more than one rider. "We want to see what he's got in there!"

Sorry, guys, but that would be cheating, wouldn't it? And besides, we came to find that the secret to Werner's success as a tuner isn't magic, special parts or lots of money, but a painstakingly thorough rundown of each bike between races.

"I'd say that 99% of the time, all of the things that I check are fine," said Werner before unloading the two 750s. "But it's that one percent that can cost you a race and keep you up at night."

Unlike the box vans and semis commonly seen in road race and motocross circles, the all-white Ford van that the pair of factory XR750s travel in gives no indication as to what might be inside. Only a sharp-eyed dirt track fan would notice the Michigan plates and small #1 Scott Parker sticker in the corner of the rear window, and guess that the van was Parker's.

"We've had some things stolen in the past, and decided that it was better not to have our vans be rolling Harley-Davidson billboards," explained Werner. "Our advertising is done on the track when we win."

And unlike the factory-supplied road race and motocross transporters, this van belongs to Parker, as part of his factory contract states that he must supply his own transportation. Parker and Werner fly to most of the distant races, leaving the van-driving chores to Petey Polasky, a stone mason by trade from Consolia, Wisconsin, who works part-time for Parker.

"I'll drive to most of the races in the Midwest myself," said Werner. "But I'd like to think that I have more productive things to do with my time. People don't realize how debilitating travel is. There's no question that you can perform better at the races if you have the chance to fly."

For the three-round stint in California (San Jose, Sacramento and Pomona), Polasky did the driving, but instead of flying to and from the Harley-Davidson factory in Milwaukee each week, Werner stayed in California and performed his tuning chores at local Harley-Davidson dealerships.

"When I can't take the bikes back to the factory each week, I'll usually work on them at various dealerships," said Werner. "I have a pretty well-established chain of dealerships that allow me to work in their shops."

On this day, Werner performed his "magic" at Harley-Davidson of Sacramento, California. A special section of the shop is prepared especially for Werner, complete with a bright-orange sign that reads: "Bill Werner's western race shop."

Watching Werner and Polasky unload the van was like watching workers on a production line - it's obvious that they have done it a million times before. An amazing amount of equipment; including six wheels, two exhaust systems, a spare motor, sprockets, and box after box of other spares, fills the van.

"I've been accused of carrying too many spare parts," said Werner. "But I'd rather be accused of that, than of not carrying enough."

Luckily, Werner has never had to use the spare motor that he carries."I've been real fortunate. It's mostly there for emergencies only, but it's completely built up (modified) and ready to go."

When questioned about the three extra pairs of wheels that he carries, Werner replied, "I don't like to have anyone but myself mount our tires. I'm not saying that the guys at the track aren't competent, it's just that I wouldn't want something like an out-of-balance tire effect our performance. If something is gonna throw us off, it's going to be my fault, not someone else's. You'll probably never see me at a race standing in line to get a tire mounted."

Werner begins with the machine that Parker had just ridden to a second-place finish at Sacramento, as the other bike is already in basic half-mile configuration.

"It makes things a lot easier having two machines to work with," said Werner. "And I'd say that most of the well-funded teams do have two. It can be done with only one bike, but it's an incredible amount of work."

Werner began with the transmission. Though he did end up changing the primary gear ratio, his journey into the gearbox was originally for the sake of preventative maintenance. After cleaning and carefully inspecting each gear cluster, Werner reassembled the transmission and turned his attention to the clutch.

"I just like to check all of the gears to make sure that everything is working okay, no cracks or broken teeth," Werner said. "I guess you'd call it 'being sure maintenance.' Hell, if you have the time you might as well check everything. If you don't, you're just setting yourself up for a heartache."

While going through the clutch assembly, Werner finds a friction plate with a dark streak and decides to replace it with a new one. But before plopping in the new piece, Werner carefully files each spline to make sure that it would float freely on the clutch hub.

"Over the years, you learn little things like this that will keep your bike running well," said Werner. "When working with a motor that hasn't

Harley-Davidson of Sacramento is just one of the dealerships across the nation that welcomes Werner when he can't return to the factory to prepare his bikes.

changed in over 20 years, you have to know it inside and out. If someone was to tell me that they could squeeze more horsepower out of the XR motor than we already are, they'd be full of it."

Next, Werner removed the bike's exhaust system, carburetors, fuel tank and tail section so that he could work on the top ends.

"You get to know the life-span of most parts," said Werner as he removed the heads. "I keep track of when I've replaced things and when I should replace them again, but I check most everything between every race."

Werner checked the tension of the valve springs before polishing each valve and reassembling the heads. "There was a little carbon buildup on the valves so I polished it off. I know it's infinitesimal, but it's the little things that add up and make a difference."

The little things indeed. Werner is meticulously neat as he works; from the way he lays out each part on the workbench to the way he polishes each bolt before reinstalling it.

"These bikes are like my children," said Werner. "They are a part of me."

It was at that moment that I mentioned the claiming rule, and Werner's deep blue eyes nearly turned red with rage.

"I think that the claiming rule is absolute bull, I hate it with a passion" said Werner with an intense look on his face. "I've had two motors taken away from me, with about six attempts in all.

"America is founded on the basis that anyone who works hard should get ahead, and I like to think that I work hard on these motors. I feel that anyone who can build a better mousetrap should be able to reap the rewards. This motor is my work of art - my painting. It's not fair for someone to be able to just take it away, to buy it just because they want it.

"I would never claim someone else's motor. If I can't beat a guy square-up, I'm not going to buy their motor. You can't buy the rider, can you? I think the best rules would be no rules. Let the guys who are good at it make a living of it."

In 1990, Will Davis, who was riding for Eddie Adkins, claimed one of Werner's motors and upon tearing it down, Adkins claimed there were illegal restrictors in the carburetors. Though Adkins made his "find" well known, the AMA took no disciplinary action.

"That whole deal was odd, especially because I had helped Eddie in the past," said Werner. "I asked him why he was claiming my motor, and he replied that it was the only way that he could beat me. Well, he didn't after that.

"As for the restrictors, the AMA had handed out a few sets of bad restrictors that year and they knew it. But any advantages gained with the bad ones were almost too small to notice. Maybe there was a set of bad restrictors in it, but we weren't cheating."

When Adkins tore apart the motor, he must have seen the same thing that I saw while watching Werner - a normal Harley-Davidson XR750 that boasted no apparent trick parts, only an incredible amount of attention to detail.

Next on Werner's maintenance list were the pistons. Though he didn't completely remove the cylinders, he did raise them high enough to fit a small dentist's mirror under the piston skirts.

"There's no need to replace the pistons every race, they'll last at least four to five races. What I do in between each race is check underneath the pistons to see if they had been running excessively hot."

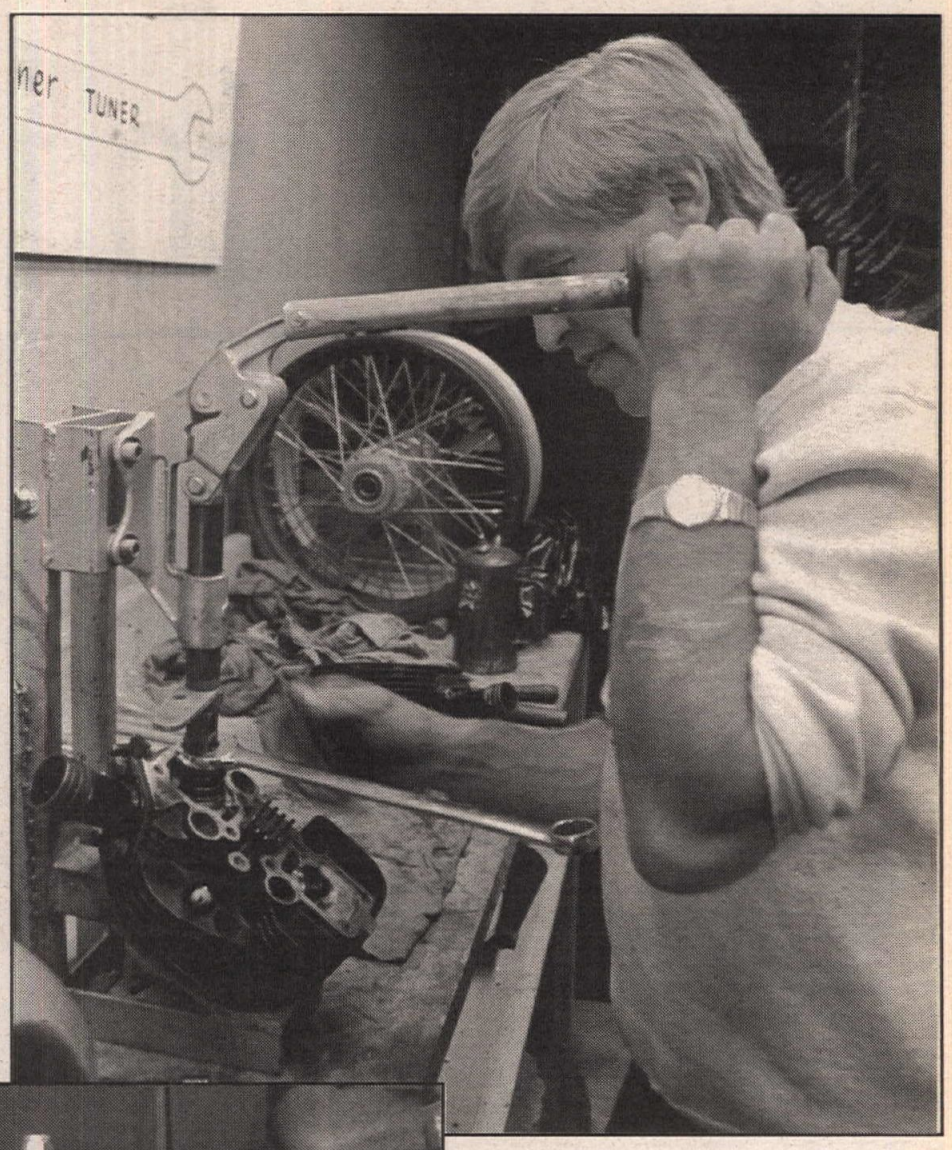
When asked if the pistons he runs are special, Werner replied, "They're special in that I modify each one by hand, but every tuner does that. The only 'trick' things I use are titanium valves, but almost everyone uses those. The titanium valves allow for a couple hundred more rpm, but the average guy won't benefit from that. But you know how it goes - if Scotty Parker has them, they have to have them as well. The titanium valves require you to modify the tops of the pistons because they don't have the dimple in them that the stock steel valves do."

After checking under the pistons, Werner reassembled the engine and whipped out his wallet, something that he did many times throughout the day. In his wallet, Werner carries a small gear ratio conversion chart that is a bit greasy and frayed on the edges - obviously well used.

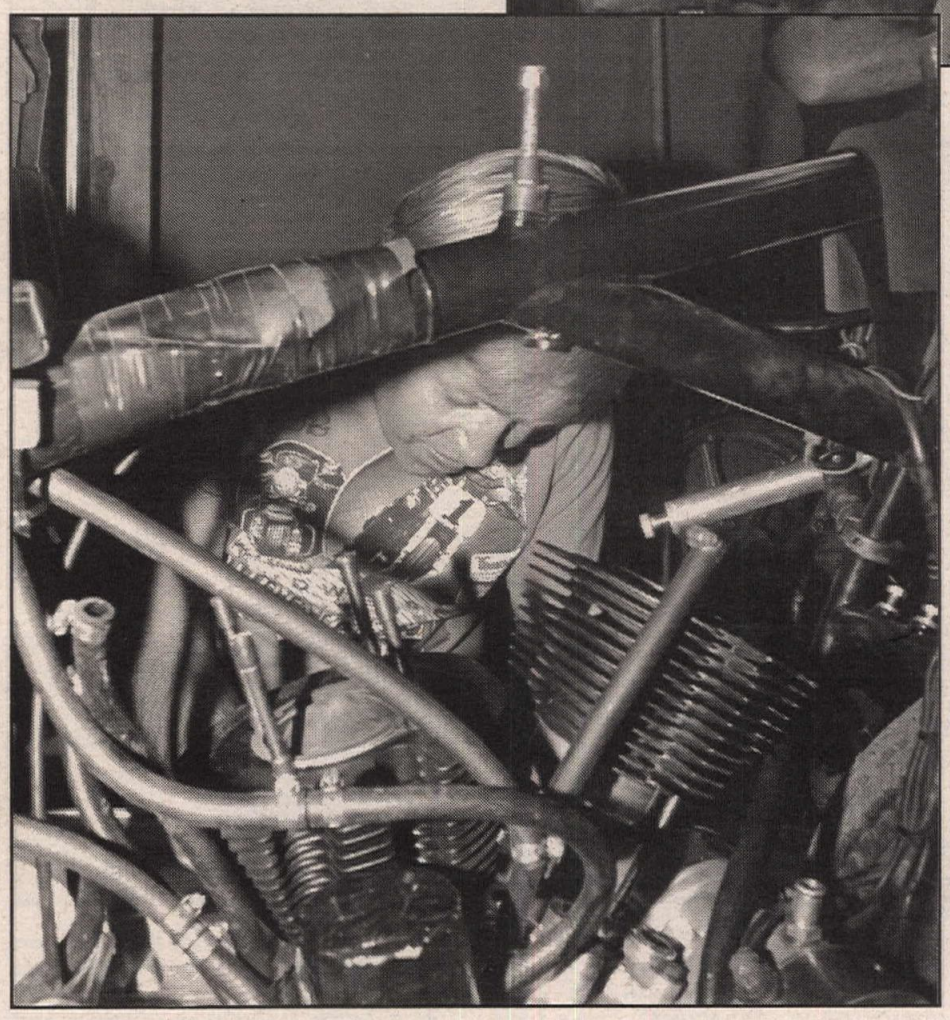
"This thing comes in real handy," said Werner before returning it to his wallet, only to whip it out again a few minutes later. "I just want to make sure."

Before changing the gearing, though, Werner opened his briefcase and proudly displayed what he affectionately calls, The Book, a three-ring notebook that contains a wealth of set-up information he has acquired over the years.

"At the track, I scribble down every change that we make to the bike, from tire pressure and gearing to the steering offset. When I get home I give my notes to my wife, Vicki, and she enters it all into her computer. By referring to The Book, I can have a basic idea of how to set the bike up before I even arrive at the track."



"I could do all of this stuff with my eyes closed," says Werner of the teardown and maintenance check that he performs between each race.



The heart of it all. Werner checks under the pistons after each race to make sure that all is well. This time, there were no signs of excessive heat.

At the track, Werner says that his basic mission is to get the bike's gearing and suspension settings down. "Scotty will ride both bikes, one in each practice, and race the one that feels better. I try not to work on the motor at the track. For one, you're in a dirty environment and you have a lot of people walking around you and getting in the way. We might change the exhaust system or something, and we always change the jetting. There's not a lot of time at a dirt track race to experiment, you only get two or sometimes three practice sessions. That's when having a basic idea before you arrive makes a big difference. I have empathy for those guys out there trying to do it all at the track; I was like that too at one time.

"We usually don't experiment with the bike too much during practice, we just try to get the bike as close as possible. We do most of our 'experimenting' during the Camel Challenges. We will try settings on the extreme side and sometimes we win, but other times we aren't even in the hunt."

After changing the XR's gearing, Werner and Polasky applied the finishing touch to Parker's race bike - a new coat of wax. Unlike Chris Carr's Kenny Tolbert-tuned Harley-Davidsons that sport various gold-anodized parts, Parker's machine features no special attention to cosmetic details.

"I'm not as concerned about the looks of the bike as a lot of guys, (and) maybe that's bad," said Werner with a laugh. "I'll admit that there a lot better looking bikes out there, but I'm more results oriented. In fact, some of the guys hassle me and say that Scotty's bikes are ugly. I could make them pretty, but why? Just because a bike is pretty doesn't mean that it will win races."

But then on the other hand, just because a bike runs well, that doesn't mean that the rider will win races, either.

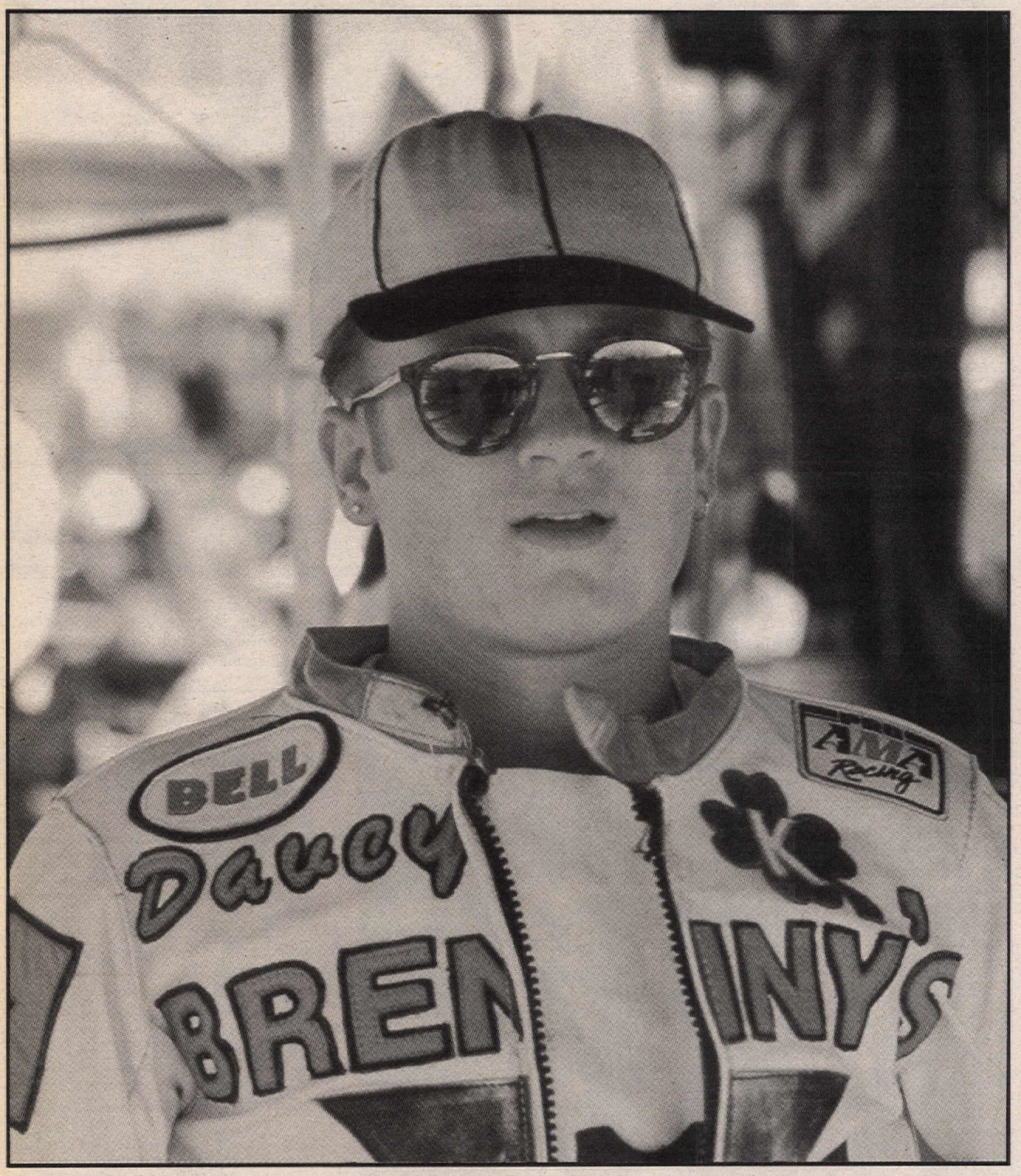
"The rider is the biggest part of the winning combination, no doubt," said Werner. "I have been very fortunate to work with the sport's most talented racers. Scotty and I communicate exceptionally well, we have a very similar plane of thought and we understand one another. Honesty is very important, and Scott is real honest with me. If I bust my butt making a change and it doesn't really make a big difference, Scotty won't tell me it does just to save my feelings."

At the Pomona Half Mile, Parker finished a close second to teammate Carr after a race-long battle that also included Honda rider Ricky Graham.

"Chris just outrode us," Parker said after the race. "My bike? Oh, my bike ran great." CN

INTERVIEW Dirt Tracker Davey Camlin

Nothin' to it but to do it



By Donn Maeda

At the beginning of the 1989 AMA Grand National Champion Series season, rookie Expert Davey Camlin had high hopes of taking the series by storm. But after failing to qualify for a single National main event by the end of the season, he finally came to the demoralizing realization that he was just one of hundreds of racers who struggle week after week without success. So, at the conclusion of the 1989 season, Camlin found himself faced with an important decision to make.

"My dad sat me down at the beginning of that year and said we'd go racing, but at the end of the season I was going to have to make a decision between racing and everything else," Camlin said. "If I didn't want to continue racing, we'd sell the bikes and I could go to college, go to work, or even just be a bum. Whatever I chose, he said that he'd back me all the way. I didn't qualify for any mains, even though I was close a lot of times, but there was something there that I couldn't explain. A bond between all of the riders. The season finale at Pomona was more of a good-bye party, you know? Everyone was saying, 'Have a good winter. Train your butt off.' I decided to stick with it and I don't think I'll ever regret it."

And why should he? Now, four years later, Camlin consistently qualifies for the main events and more often than not finishes in the top 10. Though the 23-year-old racer's track record isn't very impressive when compared to riders like four-time Grand National Champion Scott Parker, who scored his first National win as a rookie, Camlin is quite pleased with the progress he's made and firmly believes that hard work will eventually carry him to the top.

"I've never had things handed to me," said Camlin, the son of Don Camlin, a former racer and owner of a transmission repair shop in Rock Island, Illinois. "In my second season as an Expert (1990), we skipped Daytona and waited for the Sacramento Mile. There was all of this talk about Mike Hale and Larry Pegram going on, and I remember thinking, 'Man, I'm as fast as them, they just have better equipment.' I'm not trying to take anything away from either of them, though, it's just that they both had really good rides and I was on a bike that had only 82 horsepower."

At Sacramento, Camlin qualified for the National on his under-powered Harley-Davidson and went on to finish 13th. That left Camlin in a tie for first in the 1990 Rookie of the Year point standings with eventual-winner Hale, but at the next round, the Ascot Half Mile, Camlin suffered a broken collarbone.

Though the doctor recommended that he not race for six weeks, Camlin returned to the circuit in just three weeks. That choice proved to be a painful one. Camlin struck a downed rider in his heat race at the Springfield Mile and had a horrific crash.

"I rebroke my collarbone and I had five teeth sticking straight out of my face," Camlin said. "The crash wasn't really that bad physically; I was healed up in six more weeks. But mentally I was gone, I had no confidence."

Camlin returned to action at a non-championship race, but didn't fare well and decided to sit out the rest of the Nationals and attempt to regain his confidence at less important races. By the end of the year, Camlin felt comfortable racing, but early the next year - at the 1991 Sacramento Mile - he discovered that he was still a little gun-shy.

"The track was a little rough in the corners and I got next-to-last in my semi. I was scared silly," Camlin said. "My dad was pretty upset and we both went home pretty bummed out."

But at Camlin's "home" race - the Springfield Mile - things turned around. Though he failed to qualify for the Memorial Day weekend race, Camlin rode in the lead draft with Parker, Chris Carr and Terry Poovey in his heat before wearing out his tire.

"I didn't know about saving your tire and all of that stuff," said Camlin. "But that was the turning point. It was at that moment that I realized that if things were right, I could go just as fast as those guys. All I had to do was do it.

"Looking back now, I think that my crash was the best thing that happened to me. Before that, I had never really been injured. I actually used to tell people that I was invincible, that I couldn't get hurt. The crash really opened my eyes and I stopped taking all of the hair-ball chances that I used to."

With his new-found attitude, Camlin qualified for three of the last four Nationals in 1991 and for the first time in his life began to train for racing in the off-season.

"The day I got home from the last race, I signed up at a gym and started to train my ass off," said Camlin. "I had never really worked out before, but I knew that's what it was going to take. I was ready for '92."

Camlin's off-season training paid off and he made the main event and ran fifth during most of the opening National of the 1992 series - the Daytona Short Track - until he fell victim to a flat tire.

"That didn't matter, though. I had the speed and I knew it. I was on top of things. I didn't know what to expect before that race, but it was like, 'Bam!' I was one of the guys."

During the rest of 1992, Camlin qualified for 10 more Nationals, scoring a series-high ninth at Springfield along the way. In the off-season, Camlin trained harder than ever and again, anxiously awaited the start of the new season.

At this year's season-opening Daytona Short Track, Camlin hounded defending Grand National Champion Carr in the closing stages of their heat race and transferred directly to the main. Camlin battled with Parker throughout the National and finished eighth, posting the best finish of his career, thus far. He then finished ninth at the San Jose Mile and 11th at the Sacramento Mile. He had more than his share of problems at the Pomona Half Mile, though, and failed to qualify for the main event.

"I'm hungry this year. I know what it takes and I think I can finish the year in the top 10. Hey, they're just men like me. Carr and Parker put their pants on one leg at a time."

Camlin's hard-charging style has caught the attention of more than a few of his competitors, but perhaps it is his personality that has captured the most attention.

"Davey is a neat kid," said Parker's tuner, Bill Werner. "He's a little flamboyant, but that's good. I remember after one race he came up to me and said, 'Hey, when are you going to get rid of that Parker guy and pick me up?' I played along with him and told Scotty he was out. It was funny."

And Camlin is an easy one to pick out in the pits. Compared to the generally conservative dirt track crowd, Camlin sticks out like a sore thumb. Sporting two earrings - one on each ear - and a pair of flashy round sunglasses, Camlin can often be found strolling through the pits saying things like, "Hey dude," and "Yeah, man."

He defends his appearance and mannerisms. "Hey, if you can't be yourself, who can you be?" said Camlin in his defense. "Look at Michael Jackson, he isn't known best for his voice, is he? I get some grief for the way I look, but so what? I'm just being myself and people notice me."

Camlin is quick to point out, though, that he doesn't fit into the stereotype often associated with such an image. "I'm a clean kid. I don't go out and party a lot, I've never done any drugs and I hardly ever drink. I hear the rumors about drugs and stuff in racing, and it just bums me out. My dad always said that if you can't go out and perform with your natural body chemistry, then you're not really performing at all."

Camlin mentions his father often when he talks, which is not surprising considering all the time that they spend on the road together.

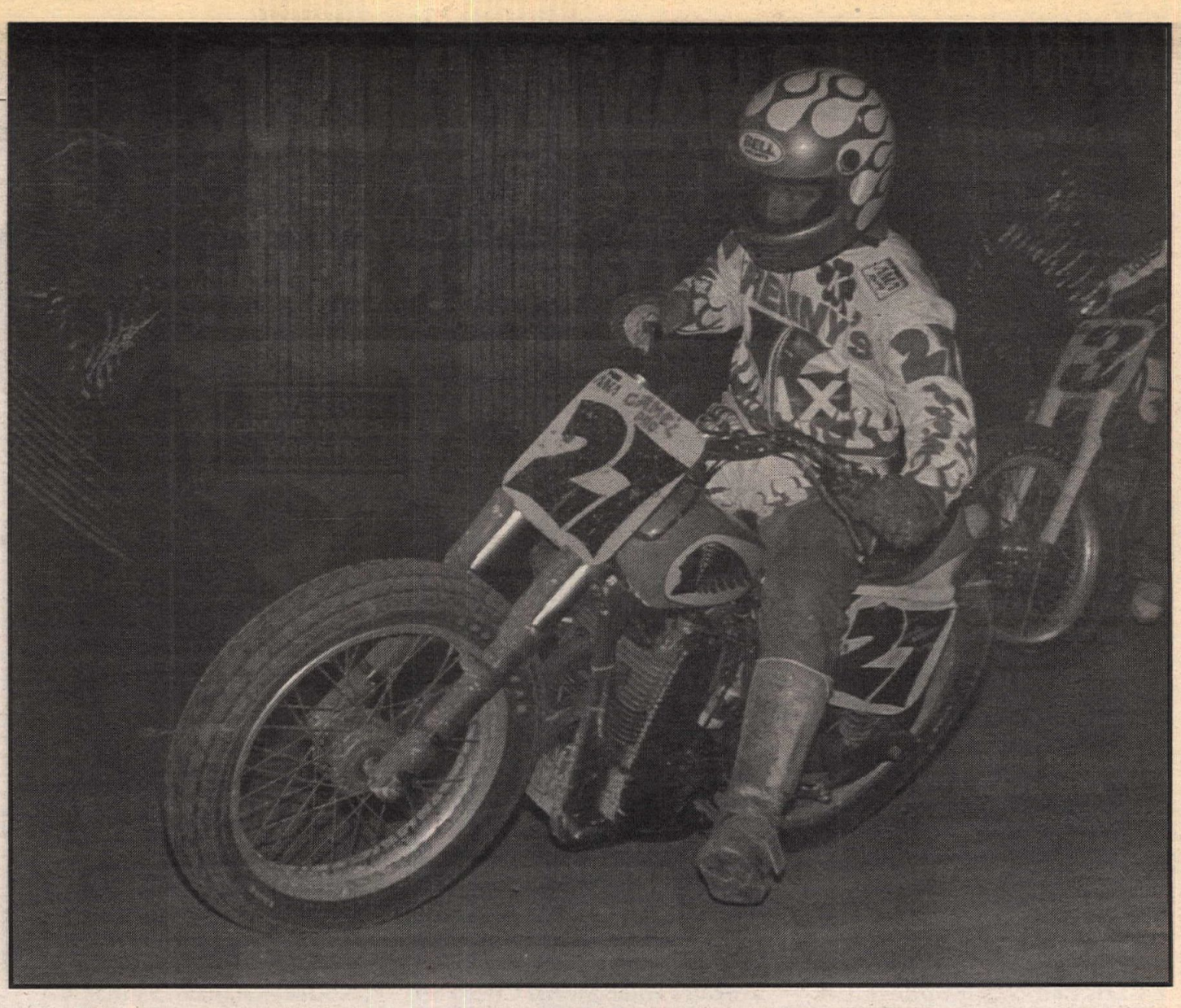
"My dad is cool, a real good dude," said Camlin. "I'm glad he's mine and not someone else's. He's always been supportive and has never pressured me. Dad has given up a lot for me to go racing."

This past winter, Camlin actually had an offer to compete throughout the '93 season aboard some good equipment - the Charlie Gardner-owned, Walters Bros./Weibler-sponsored Harley-Davidsons campaigned last year by Ronnie Jones - but he turned down the offer in order to stay teamed with his father.

"It just wasn't right," said Camlin. "Dad and I have come so far and are so close that I couldn't see jumping on someone else's bike. Don't get me wrong, if the Harley factory offered me a ride, I'd take it, it's just that I feel better teamed up with my dad."

So Camlin continues on aboard the same machines that his father owns - two Harley-Davidson XR750s and a Rotax-powered 600cc flat tracker. Camlin reports that power is no longer a problem, as Don and co-tuner Bill Weibler coaxed "at least 10 more horsepower" out of the XR's motor.

"My whole race effort isn't just a list of sponsors," said Camlin. "It's more like a large group of friends that share a desire to go racing. My step-mom Becky works two jobs so that dad and I can go racing."



(Above) Davey Camlin in action aboard the "Barnburner" 600. "My dad got the Rotax motor out of a Can-Am MXer that got burned up in a barn fire," said Camlin. (Right) Camlin says that his father, Don, is his best friend.

Camlin credited Brenny's Cycle, a Silvis, Illinois, used-motorcycle and accessory shop owned by John Brenny, as his major sponsor. Brenny's supplies all of the tires that Camlin will use throughout the year, and helps with spare parts as well. Weibler Harley-Davidson is the dealership that backs Camlin and "never pressures me about my million dollar tab," while Vought Machine Shop and Southwick Machine & Design take care of the chassis that Camlin races. Camlin also mentioned Max Leathers, KK Motorcycle Supply, Jim Sutter, Bell, and DePaepes Gym as part of his network of "friends." But as always, Camlin gives the most credit to his father.

"I always make it a point to see him before I get on the track, whether it's for practice or a race. A lot of times he'll wink at me, and that makes me feel like everything is okay. I know it's mental, but one time when I didn't see him before I went out onto the track for practice at the Castlerock TT, I crashed and got a concussion," said Camlin.

And how does Don Camlin feel about his son?

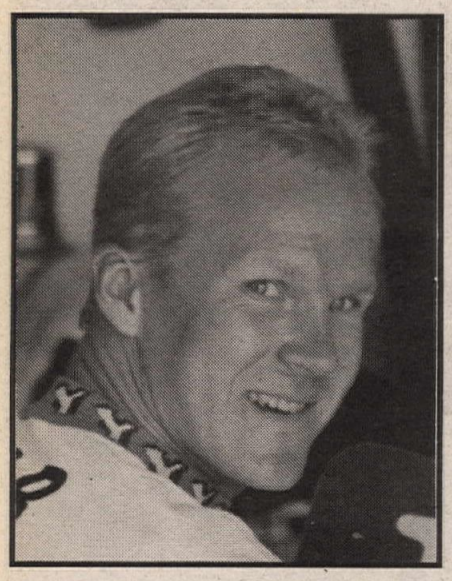
"All my life I've always wanted to know someone who is one of the best at their given profession," said Don. "I think Davey has a real shot at becoming just that and it's a real thrill, that's for sure."

As mentioned, a string of bad luck kept Camlin from qualifying at the Pomona Half Mile, and for the first time this season he dropped out of the top 10 in the Grand National Championship point standings, but both father and son are optimistic about the rest of the year.

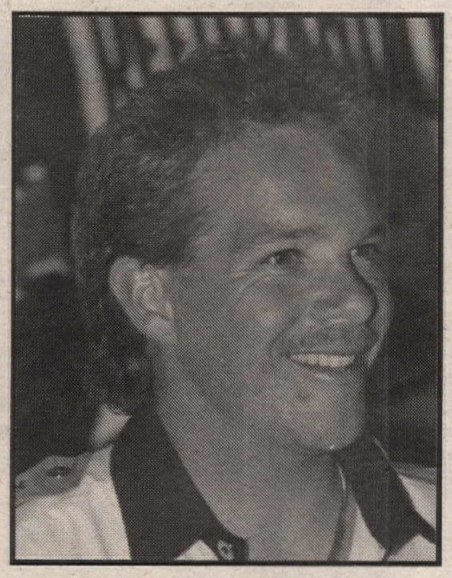
"We'll be in there," said Camlin. "Like my dad and I always say, nothin' to it but to do it." CN

DIRT TRACK 1993 AMA Grand National Championship numbers

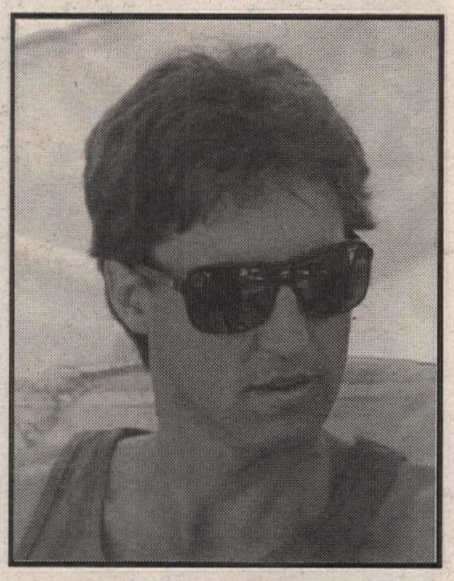
National numbers



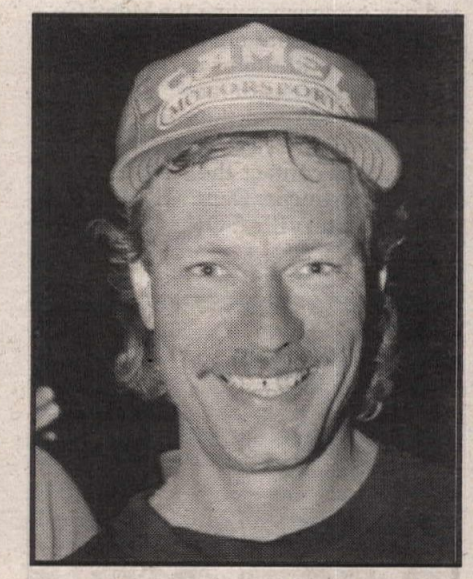
1. Chris Carr, Valley Springs, CA



2. Scott Parker, Swartz Creek, MI



3. Ricky Graham, Salinas, CA



9. Jay Springsteen, Lapeer, MI

10. Greg Sims, Flint, MI
11. Charlie Orr, Irving, TX
12. Rex Fisher, Warren, OR
13. Mickey Fay, Spanaway, WA
14. Don Estep, Orient, OH
15. Garth Brow, Lakeland, FL
16. Ronnie Jones, Oklahoma City, OK
17. Aaron Hill, Stockton, CA
18. Terry Poovey, Euless, TX
19. Billy Herndon, Ft. Worth, TX
20. Mike Dillon, Las Cruces, NM
21. Will Davis, Goldsboro, NC
22. Keith Day, Salinas, CA
23. Kevin Atherton, White Pigeon, MI
24. Bryan Villella, Pontiac, MI
25. Randy Texter, New Providence, PA
26. Steve Beattie, Burlington, Ont., CAN
27. Davey Camlin, Rock Island, IL
28. Marc Gifford, Bethany, OK
29. Dale Jenneman Sr., Grand Island, NE
30. Bryan McDowell, Lodi, CA
31. Dan Ingram, Indianapolis, IN
32. Mike Hale, Carrollton, TX
33. Dave Hebb, Canton, IL
34. John Wincewicz, Olympia, WA
35. Mark Gruber, Zion, IL
36. Steve Aseltine, Woodland Park, CO
37. Erick Gruber, Waukegan, IL
38. Brian Tillson, Laconia, NH
39. Erick Graybeal, Leroy, IL
40. Tom Troudt, Greeley, CO
41. Doug Davis, Union, OH
42. Steve Morehead, Findlay, OH
43. Joe Kopp, Mica, WA
44. Kris Kiser, Pound, VA
45. Jim Sumner, Milwaukee, WI
46. Martin Lavoie, Edgewater, FL
47. David Rayburn, Wintersville, OH
48. Rick Hocking, Ferndale, WA
49. Brian Anderson, Colorado Springs, CO
50. Jeff Eklund, Pleasanton, CA
51. Craig Estelle, Windsor, NY
52. Chris Evans, St, Catharines, Ont., CAN
53. Tim Mertens, Belleville, IL
54. Speedy Kell, Rainier, WA
55. Ricky Henson, Meridian, ID
56. Allon McBee, Gilroy, CA
57. Rusty Rogers, Richmond, VA
58. Davey Durelle, Eden Prairie, MN
59. Willie McCoy, Richardson, TX
60. Dan Stanley, Bellingham, WA
61. Greg Crow, Bartonville, IL
62. Steve Burkholder, Ephrata, PA
63. Jeff Dietz, Billings, MT
64. Gordon Schopieray, Grand Blanc, MI
65. Jason Fletcher, Warren, CT
66. George Roeder II, Monroeville, OH
67. Randy Roose, Bellingham, WA
68. Darrin Erichsen, Gahanna, OH
69. Roger Durkee Jr., Dudley, MA
70. Mike Scott, Allentown, PA
71. Georgie Price IV, Sicklerville, NJ
72. Larry Pegram, Baltimore, OH
73. Wink Freitas, Newman, CA
74. Dan McDonnell, Byron, CA
75. Steve Mayfield, Stockton, CA
76. Tony Donahue, Delano, MN
77. Scott Stump, Marion, OH
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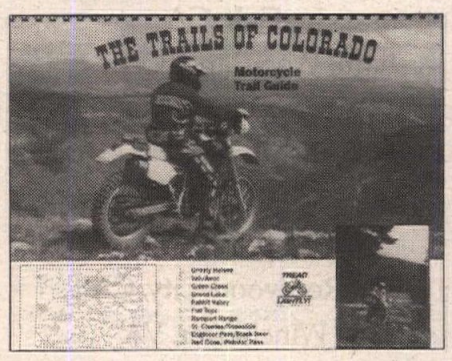
79. Kelly Larkin, Colorado Springs, CO
80. Rich King, Waterloo, IA
81. Kirk Strong, Edmons, WA
82. Tom Colson, Beloit, WI
83. Mike Reid, Denver, CO
84. Chance Darling, Northfield, OH
85. Paul Polhemus Jr., Galt, CA
86. Mike Gresham, Woodland, CA
87. Ian Segedy, Akron, OH
88. Geoff Clark, Hudson, MA
89. Mike Guinn, Colorado Springs, CO
90. Les Washbon, Lockport, NY
91. Andy Tresser, Redwood City, CA
92. Rodney Farris, Winchester, VA
93. Danny Koelsch Jr., Standish, MI
94. Jeff Annen, Lynwood, WA
95. Harold Dorsey Jr., Baltimore, MD
96. David Lloyd, Columbus, OH
97. Michael Varnes, Birdsboro, PA
98. Bret Beyer, Oshkosh, WI
99. Duane Veeder, Fonda, NY

NEW PRODUCTS

The American Motorcyclist Association's Great Destinations Harley-Davidson 90th Anniversary Belt Buckle is cast from solid pewter and features a brass center insert. A matching pin is also available, and is 24k gold-plated. Only 3200 of the buckles and pins commemorating the Motor Co.'s June 12 90th anniversary will be produced, and both items carry a lifetime warranty against defects. The buckle alone costs $25 and the pin is $12, but both can be had as a set for $35. For more information contact the AMA Product Sales Department, Dept. CN, P.O. Box 6114, Westerville, OH 43081-6114, 614/891-2425.

Official Suzuki Off-Road Gear is manufactured for Suzuki by Answer, and is available in a few different versions. The Revolution Pant (left) features stretch Kevlar inner and outer knee panels, while the Edge Pant (right) is made of durable 500 Denier Antron. Both pants are claimed to hold up under the abuse of off-road riding. The 50/50 cotton/polyester-blend Comp Jersey is available with two different designs and comes with an extra long tail that is claimed to stay tucked in. The Edge pant costs $119.95, while the Revolution pants cost $169.95. Comp Jerseys cost $49.95. For more information see a local Suzuki dealer, or call 800/255-2550.



L&M Productions' Colorado Trail Guides is a collection of detailed information about the trail systems in Colorado. The guide provides information about the location, difficulty and scenery of each of the trails covered. Off-Road legend Malcolm Smith endorses the guide, which costs $12.95. For more information contact L&M Productions, Dept. CN, 2015 W. Alameda Ave., Denver, CO 80223, 303/777-4337. CN

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Honda's hot rod

The Magna is back!

As the result of "Project Phoenix," Honda has reincarnated the Magna, a motorcycle that debuted in 1982 and marked the beginning of the performance "sport" custom era.

It was called the V45 Magna, and at the time, it featured Honda's latest powerplant innovation - the all-new 750cc V-four engine, which also made its debut in the sport-touring V45 Sabre. But mounted in the Magna, it gave something the world had not really seen before - a high-performance-minded sport custom bike.

By 1987, Honda had upped the ante with another Magna, the 1100cc V65, which was, for all intents and purposes, Honda's answer to Yamaha's fire-breathing V-Max, but slumping sales figures unfortunately forced both the V45 and V65 Magnas into seclusion the following year.

Gone but not exactly forgotten by the early '90s, Honda decided to bring back the Magna and thus formed an undertaking called Project Phoenix. The project was led by a team of designers from Japan and the U.S., and they would join forces to redevelop the Magna from the ground up. But it couldn't be just another Magna. No, it had to be special, it had to have power, it had to handle, and it would have to have *style*. Ultimately, it had to be a motorcycle that would knock the socks off of America's feet!

What they came up with is the 1994 VF750C Magna.

Starting from scratch, the designers knew they didn't want to power the new Magna with just any old "thump-thump" motor. No way! So there was little disagreement between the Japanese and American designers as to what engine they wanted to use; they quickly settled on the water-cooled, 748cc, 16-valve V-4 engine derived from the company's very popular VFR750F sport bike. To make the engine a bit more adaptable to cruising, the DOHC 90-degree V-4 engine was tuned to increase midrange power and torque. Some of the more notable changes is a 360-degree crank (apposed to the 180-degree crank of the VFR), and a slightly lower compression ratio, 11.0:1 to 10.8:1. The Magna also uses cheaper-to-produce chain-drive camshafts, rather than the cam gear train of the VFR.

And, of course, since "looks" are a very big part of custom motorcycles, the engine took on a major face-lift, via fins incorporated into the water-cooled cylinders, rounded off heads and side cases, and, of course, lots of chrome and polished aluminum.

Perhaps the most important feature in the engine department when it comes to looks is the exhaust system. The big question here was whether or not to go with easier-to-adapt, four-into-two pipes, or a difficult-to-fit and more "American" (ala Harley-Davidson) pipe-for-each-cylinder system. After much debate between the Japanese and U.S. designers, they decided on the four-pipe system. Following some major engineering to get the rear-cylinder pipes to fit around the frame's midsection tubing, the four separate pipes were installed.

Another question arose as to what type of system would transfer the engine's power to the rear wheel - shaft-drive (like on the Magna of old) or chain-drive? The engineers breathed a sigh of relief when the designers opted for chain drive, knowing good and well that fitting a shaft-drive system to the VFR engine would cause a monumental headache, and the benefits of having a slightly smoother and quieter shaft-drive system just wouldn't be worth the hassle. But the bottom line was a chain drive system is a better design for "sport"-type riding.

By Kit Palmer
Photos by Kinney Jones

No doubt the most heated argument between the Japanese and the U.S. designers, was over the bike's general styling. How should it look? The battle dragged on for more than a year, and, during that time, numerous sketches of the motorcycle passed in front of the designer's eyes before they settled on the Magna that we have today. Even the checkered-board logo on the tank caused long nights at the debate table. What they came up with was a motorcycle that reminds one of those flashy hot rod cars of the fifties.

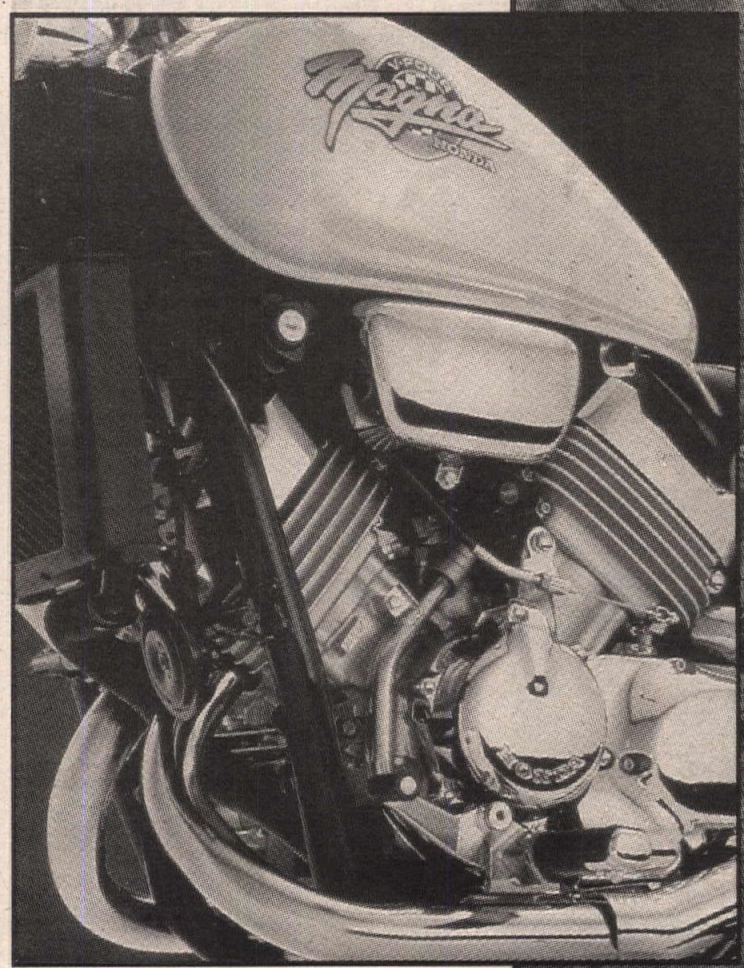
The chassis is designed to hold the engine down low in the steel double-cradle frame, which results in a low 28-inch seat height and better overall handling. Suspension-wise, the front cushion is handled by a 41mm, conventional, non-adjustable cartridge Showa fork, with 5.1 inches of wheel travel, while the back end is controlled by twin chrome-plated Showa shocks, mounted to a box-section steel swingarm, and boasts a whopping four inches of wheel travel.

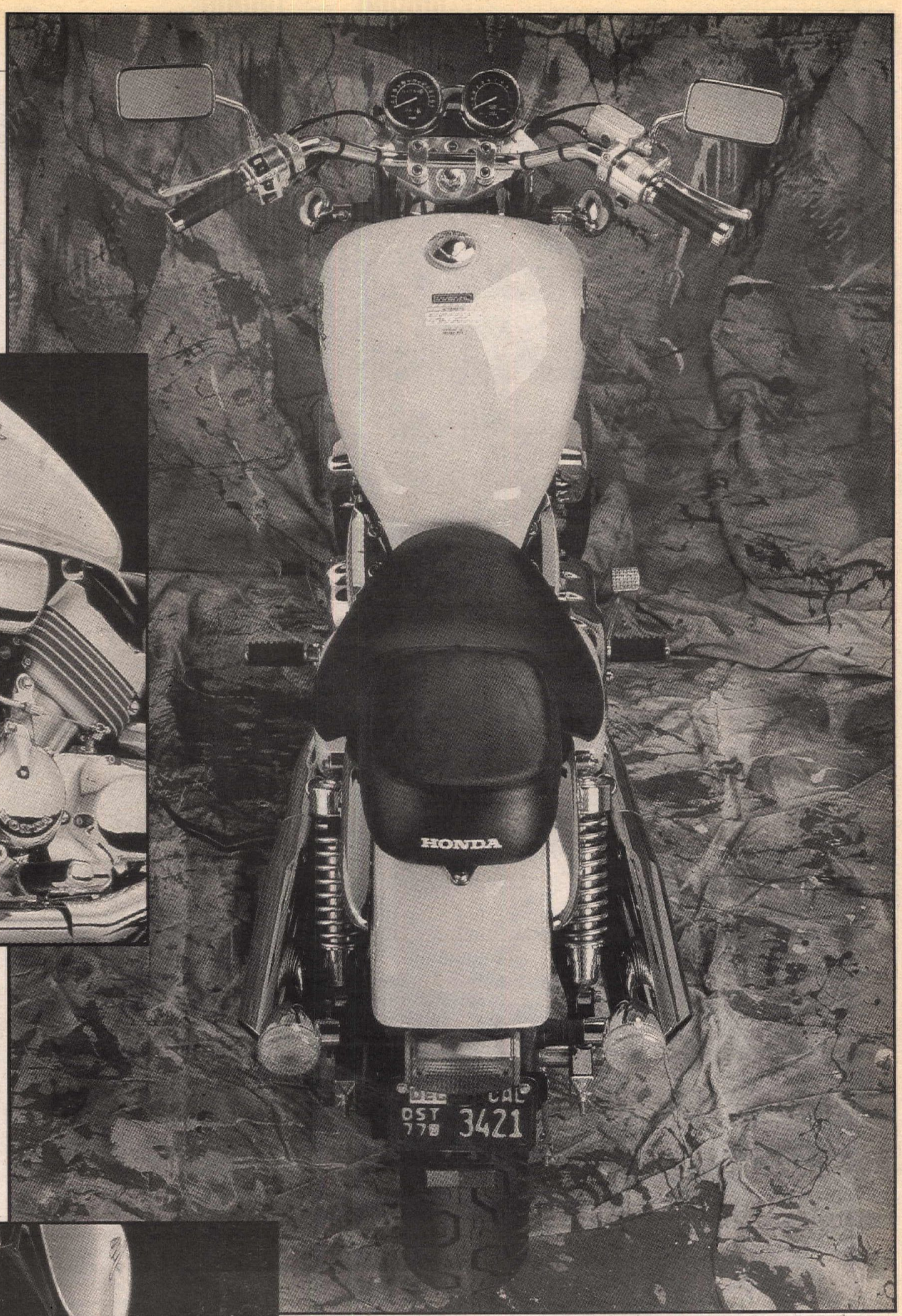
Taking care of the stopping chores are a twin-piston, 316mm single disc brake up front and a drum brake in the rear.

The last Magna model featured a disc rear wheel, but with little if any debating, the Japanese and U.S. designers agreed on going back to a spoke wheel. According to the American designers, the disc wheel just didn't have the "broad appeal" that would warrant bringing it back. So the new Magna features five-spoke cast aluminum wheels, with wide, low-profile 120/80-17 (front) and 150/80-15 (rear) tubeless tires. Our test unit came with Dunlop rubber.

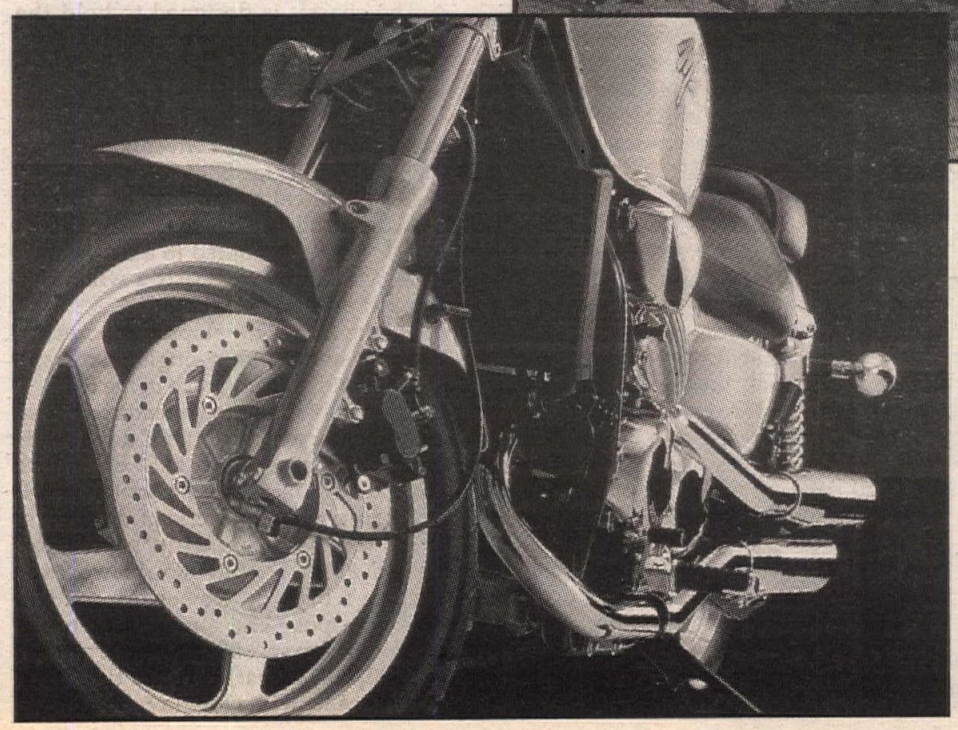
Other features include extremely wide, moderately swept-back handlebars, a wide seat with a detachable pillion, a circular halogen headlight, separate tach and speedometer, O-ring chain and a transferable 12-month unlimited mileage warranty.

Selecting a color scheme for the new Magna created few problems for the two teams. They settled on black, red and yellow versions of the Magna. The philosophy was that bright red would satisfy the more outgoing and sportier riders; black would please the more conservative, and yellow would appeal to those who wanted something different. Initially, yellow raised a few doubtful eyebrows, so only a few were produced in that color at first. But the demand for the yellow Magna has since risen to nearly match that of the red model, according to Honda.





(Above) The new Magna is powered by the same 16-valve, water-cooled, V-4 engine that powers the Honda VF750F sport bike, but there are some significant differences, such as a lower compression ratio, chain- rather than cam-driven camshafts, four separate exhaust pipes, and a 360-degree, versus a 180-degree, crank.
(Right) No doubt about it, the Magna is wide, but comfortable. The gas tank holds 3.7 gallons.
(Below) A single 316mm disc brake handles the stopping chores up front.

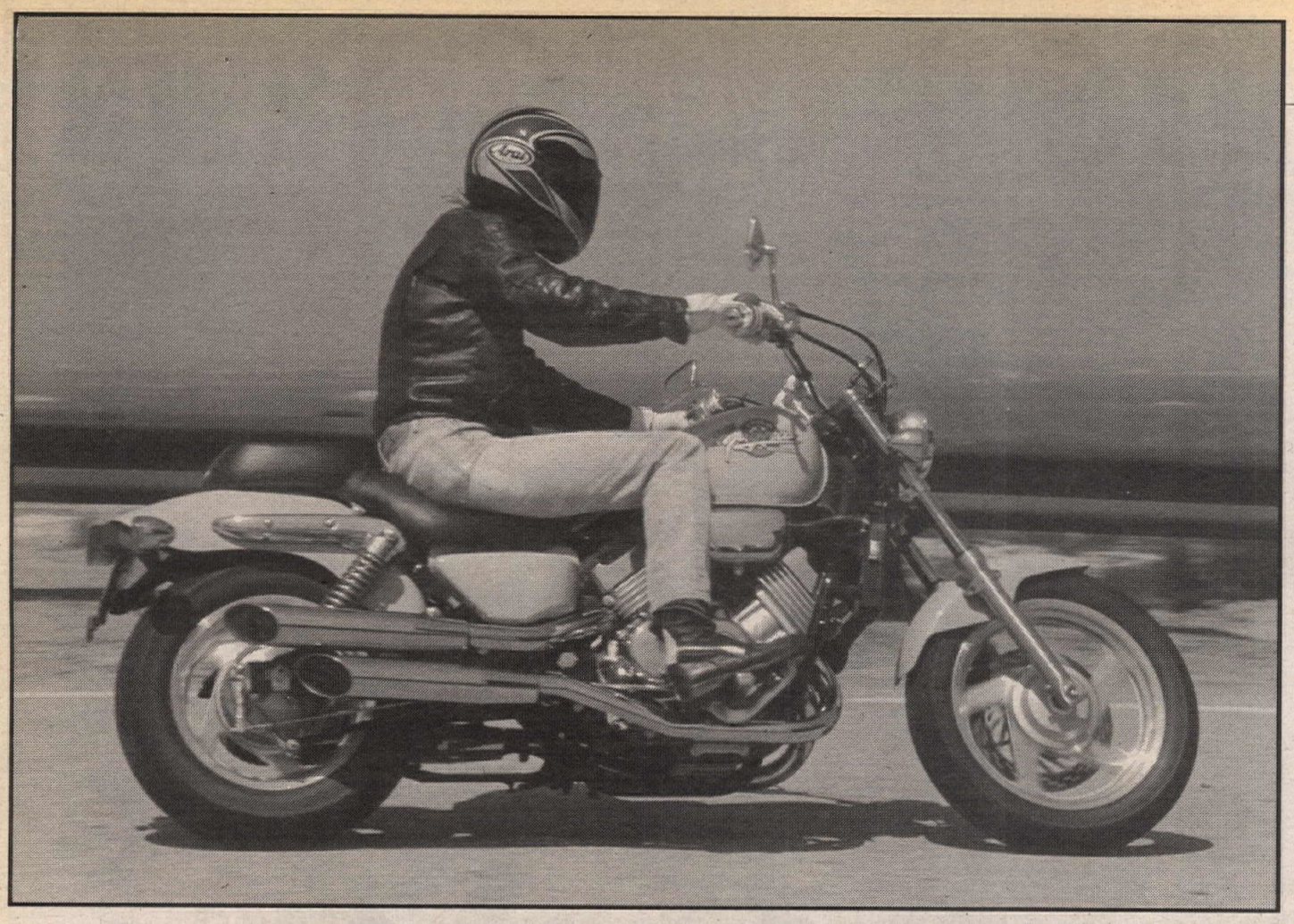


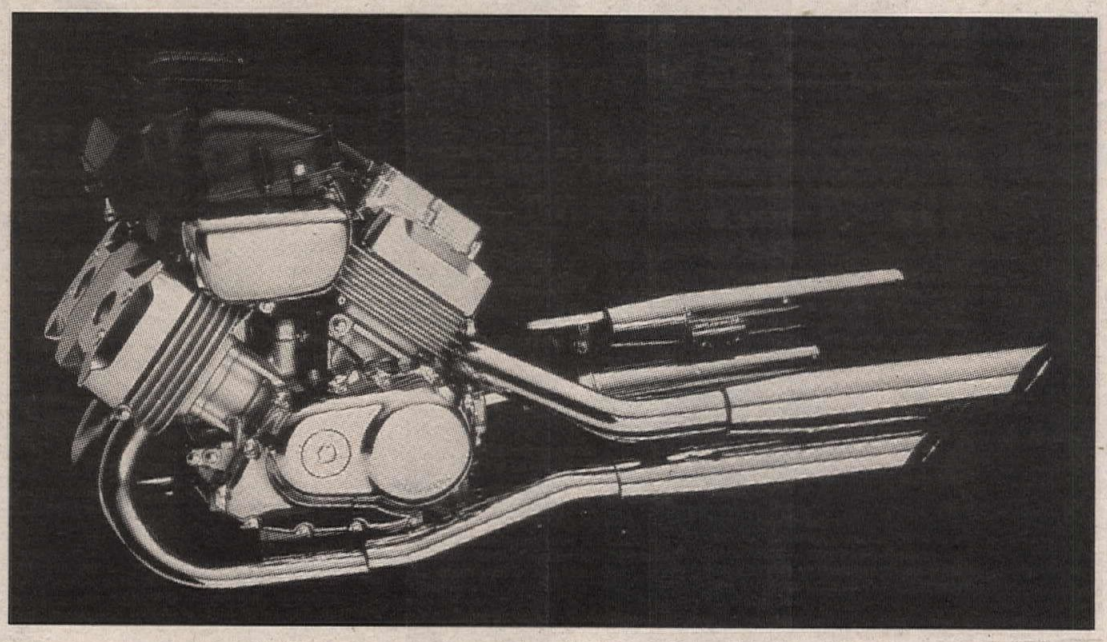
Sit on the Magna for the first time, and your first thought is that it's wide - very wide. Looking down at the gas tank, you'd think it holds 50 gallons, when in reality, its capacity is only 3.7 gallons. The tank is definitely wide, as are the handlebars, which gracefully reach back towards the rider, and these features combine with the extremely low and wide seat to make the Magna a very comfortable package, indeed. The rider sits fairly straight up and down, and the seat gives some support in the lower back area.

Igniting a cold Magna engine is simple: Pull out the choke knob on the left side of the engine; turn the key in the ignition, which is located a few inches forward of the choke, and hit the starter button. The big V-4 engine immediately roars to life and warms up quickly.

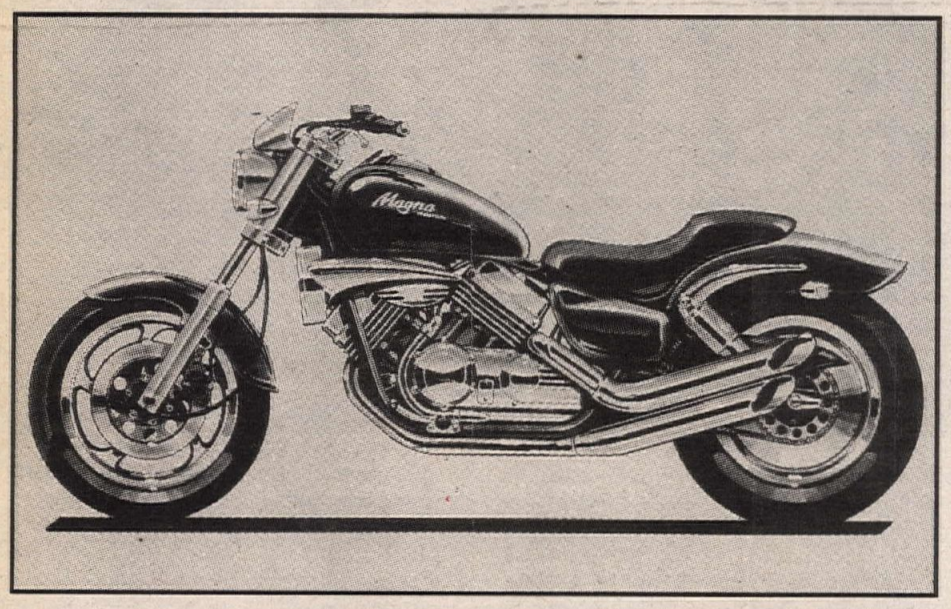
The Magna isn't what we would call a loud motorcycle, but it certainly produces a noticeable, low and authoritative rumble from the four pipes. It sounds like it wants to get somewhere in a hurry.

Roll on the throttle and the Magna responds by surging forward at an alarming and ever-increasing rate of speed. But unlike most big V-twin cruiser bikes, just when you're expecting the





(Above) The Magna feels right at home cruising along at a leisurely pace or motoring down a canyon road at a fast clip.
(Right) Lots of chrome and polished aluminum, cooling fins on the cylinder and four pipes give the VF750C motor a custom look.
(Below) Numerous styling exercises produced various versions of the Magna before a production version was agreed upon.



engine to quit revving and the power begin to sign off, the Magna just keeps pulling and pulling, very un-custom-like. The VFR750-based engine lost very little in the way of performance in its transition from a full-on sport bike to a pure-bred custom bike. It doesn't pull exceptionally well off the bottom, but it more than makes up for it from midrange on up. Simply put, the new Magna moves! It is a seriously fast motorcycle.

Very little vibration can be felt at any point in the powerband. The bike hums along nicely in top (fifth) gear, with the tach needle hovering around the 5000 rpm mark, and the speedo needle around 65 mph. Grab a handful at these settings and the Magna slowly picks up speed until approximately 500 more rpm is achieved, and then it really wakes up and begins to scream. At this point, it's wise to grip the handlebars just a little bit harder.

The Magna has an extremely smooth-working transmission. Up-shifts can be made rather nicely without the aid of the clutch, and it requires but a slight nudge of the lever to catch another gear. Our only complaint is that a slight drive-lash can be felt, especially at slow speeds.

The ride is nice on the Magna. The suspension has a solid feel, yet is plush enough to keep your insides from splitting on typically "bouncy" freeways or highways.

For a big and long custom, the Magna corners extremely well. Initiating the turns requires little effort by the rider, and the front end feels very light and nimble. It is for this reason that the Magna is a blast on back country or canyon roads - though the awesome power of the motor doesn't hurt, either. There are going to be a few weekend sport bike canyon riders who will perhaps be a little red in the face when, while riding on their favorite road, they look over their shoulder to see a Magna rider blowing by them through a decreasing-radius turn and then pulling away on the following rising straightaway. Simply put, the Magna can hold its own on twisty roads.

Slowing the Magna down for the turns, however, leaves a little to be desired. Although both front and rear binders are strong enough to do the job, the front brake felt too mushy for our tastes. Plus, the front brake lever is non-adjustable. The rear drum felt just fine.

Comfort is one of the Magna's other strong points. The seat is wide and cushy; the handlebars require little reach, and the footpegs aren't mounted too far forward, unlike some cruiser or custom bikes we've ridden in the past. For riders pushing six feet in height, the Magna might feel a little cramped after about an hour's stint in the saddle. One of our testers, who's 6' 1", felt the need to sit almost on top of the seat's built-in "backrest" after a while. But he still agreed that, overall, the Magna was a comfortable motorcycle.

The speedometer and tach are easy to read, and the mirrors are excellent, providing a nearly undisturbed view of all the "goings on" behind the operator. Both the front brake lever and clutch lever require a long reach.

Perhaps our biggest complaint about the Magna is its poor range on a tank of gas. It seemed we spent more time at the gas pumps than on the road. With the relatively small 3.7-gallon tank topped off to the absolute maximum, the most miles we were able to stretch out of a tank before switching to reserve was 128, and that was mostly steady-throttle-setting freeway riding. We averaged approximately 46 mpg on the Magna - not bad!

As far as looks, we heard nothing but compliments on our yellow test bike. One person said it reminded him of an old restored Chevy; another thought it would look right at home parked in front of a burger joint or a car-hop out of the 1950s, while another just thought it looked "Cool, man." And, of course, we heard references to the brand that made Milwaukee famous now and then.

The first day we pulled the bike up to our office building, a small crowd gathered. Staffers who usually cast no more than a sideways glance at a new test bike, spent time eyeballing the Magna.

Obviously, we were very impressed with the new Magna. The motor is awesome, the bike handles well, it has good suspension, and, perhaps best of all, it looks sharp. Not to mention, it's priced right at $6399.

Yes, the Magna is definitely back! And, it's better than ever. CN

While Cycle News *believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle. The reader should make his or her own investigation.*

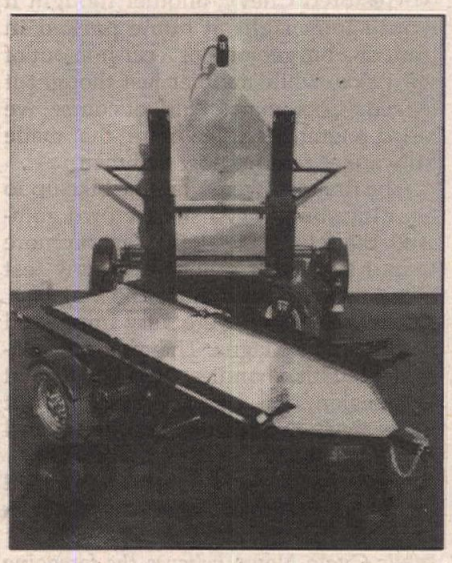
Specifications

Honda VF750C

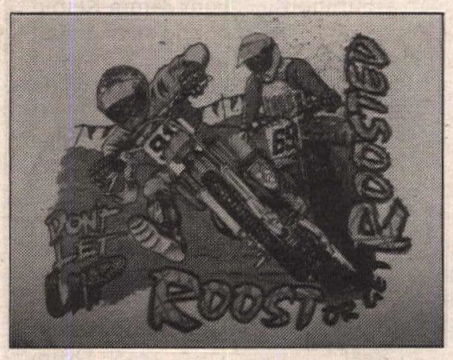
Suggested retail price	$6399
Engine	Liquid-cooled, 90-degree, V-4, four-stroke
Bore x stroke	70mm x 48.6mm
Compression ratio	10.8:1
Valve train	DOHC, 4-valves per cylinder
Carburetion	Four 34mm Keihin
Ignition	Solid state digital
Transmission	5-speed
Final drive	Sealed O-ring chain
Suspension:	
Front	41mm cartridge fork, Showa
Travel	5.9 inches
Rear	Twin shocks/w 5-position preload adj., Showa
Travel	4 inches
Brakes:	
Front	316mm, single disc
Rear	Drum
Tires:	
Front	120/80-17, tubeless, Dunlop K555F
Rear	150/80-15, tubeless, Dunlop K555
Wheelbase	65.2 inches
Seat height	28 inches
Dry weight	505 lbs.
Fuel capacity	3.7 gallons
Colors	Red, Black, Pearl Yellow

NEW PRODUCTS

Sudco International's Excel Anodized Color Motocross Rims are available in blue, red, gold and silver, and are the same rims used by many of the factory MX teams. Sizes and spoke patterns are available to fit all late-model Japanese and KTM model MX bikes, with starting prices of $98 for a front rim and $116 for a rear version. For more information contact Sudco International Corp., Dept. CN, 1824 E. 22nd St., Los Angeles, CA 90058, 213/747-5173.



Kendon Industries' Stand-Up Dual Rail Trailer for Big Bikes is a folding trailer that allows for easy and efficient storage. The trailer features a triangulated frame design that utilizes all-steel weld construction, and an independent torsion suspension system that is claimed to resist the oscillation that is found in leaf-spring suspension systems. When not in use, the transporter folds into an 84" tall, 78" wide and 20" deep configuration. Many options are available, but the trailers start at $1495. For more information contact Kendon Industries, Dept. CN, 3951 E. La Palma Ave., Anaheim, CA 92807, 800/847-8618.



Don't Let Up Intense Sports' "Roost or be Roosted" T-Shirt features a bold, eight-color design on the back that depicts a pair of MX riders in the heat of battle. Obviously, one of them is doing the "roosting." The 100% cotton T's are available in sizes M-XXL in white only, and cost $16.96. For more information contact Don't Let Up, Dept. CN, 2925 Barnwell St., Oceanside, CA 92054, 619/967-9852. CN

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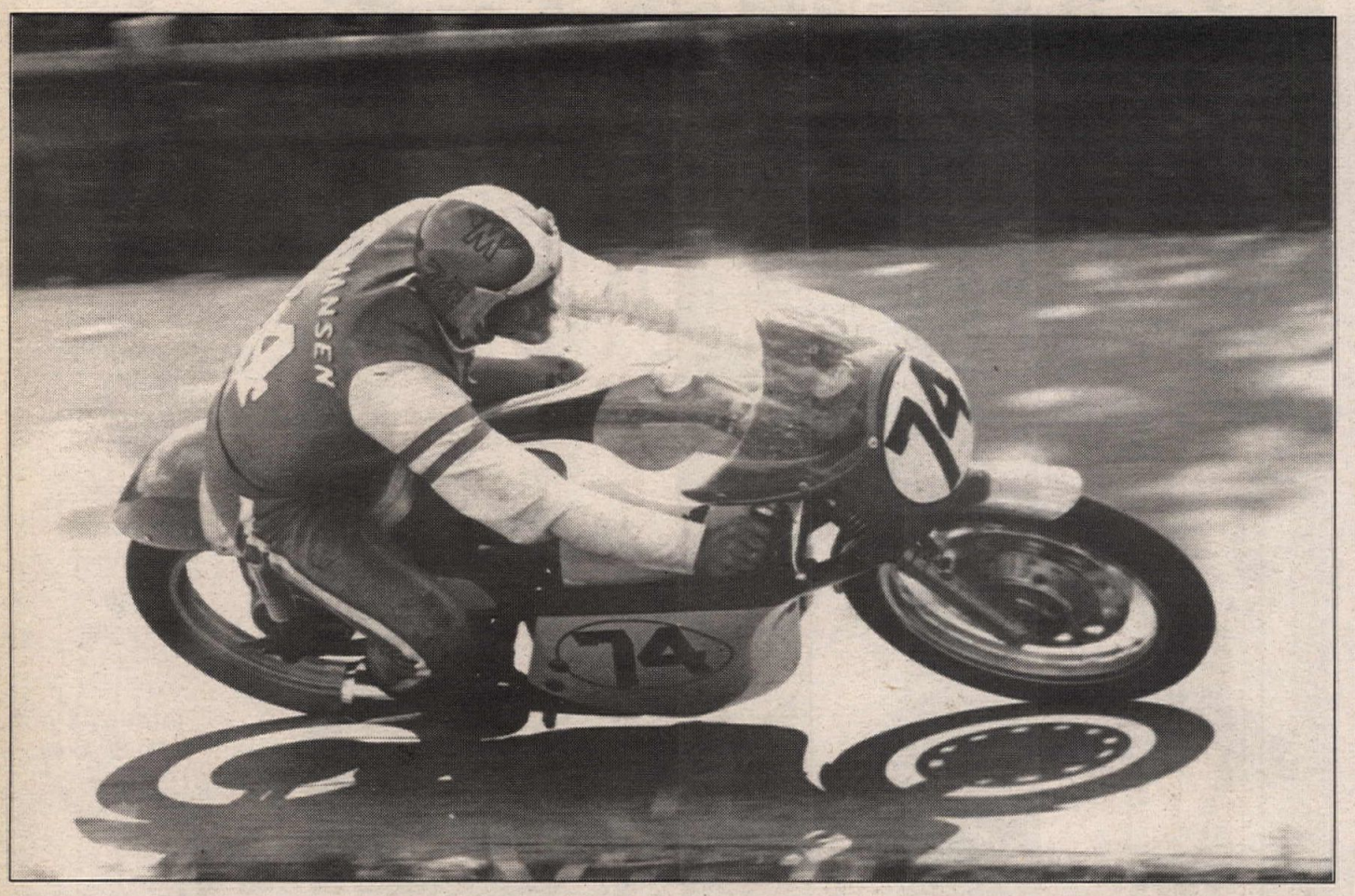

Former motorcycle racer Swede Savage died as a result of injuries suffered in the 1973 Indianapolis 500.

Be careful

By Joe Scalzo

Charisma kills. Nobody can know for certain, but it seems likely that having the captivating and swashbuckling name Swede Savage was one reason for the motorcyclist dying in the Indianapolis 500 of 1973. And, similarly, the demise of Ralph Hepburn at the same formidable race track a quarter of a century earlier may have had something to do with all the amazing and magical appeal that old Hepburn belatedly, devastatingly, achieved. With another Indianapolis 500 approaching, a cautionary report on the pair of them seems worthwhile, especially to people dreaming of sometime becoming charismatic.

"Be careful" was the poignant, and last, message that Swede Savage ever relayed to his close racing associate Eddie Wirth. It was a highly unusual piece of advice which Wirth certainly never followed, nor had Savage himself.

His story started in the middle sixties: taking his rite-of-passage at that hall of valor known as Ascot Park, Savage was a long way from the car-racing rocket he was to become. As a diehard who successfully flew around the half-mile aboard a Harley-Davidson in a hard era when it was no simple thing for Milwaukee to overcome a Gold Star BSA, Savage was one of the phenomenons of Ascot's Junior division. Roxy Rockwood screamed his name into the Los Angeles Friday nights.

Dan Gurney heard the name and responded - first in admiration, later friendship. One of the most fanatic and knowledgable of the Ascot faithful, Gurney was at the time recognized as just about the hottest thing automobile racing had going; winner of international Grand Prix races, the 24-hours of LeMans, and the proprietor of his very own Indianapolis team and race-car building factory.

Savage's own career was souring. He went to Daytona and earned a come-from-behind third. Team Hansen later gave him custody of an immaculate G50 Matchless, but just for road racing. He and Wirth, under assumed names, unsuccessfully participated in the revival of speedway racing in southern California. And then Savage suffered a serious head injury. While he was in the Midwest, on the street outside a bike shop in Decatur, Illinois, he crashed into a car head on. His recovery was prolonged.

Next he got the opportunity that made his fame and radically shortened his life. He was on a desert ride with Gurney and a group of other motorcyclists that included a public relations man from Ford. Ford was a company then fully committed to racing; new drivers and exciting headline-makers were in demand. And so, not unnaturally, this P.R. man, after observing Swede pop a truly impressive wheelie, determined that a name as irresistible as Swede Savage might become the biggest headline-grabber of them all.

Swede, still in his early twenties, was in wholehearted agreement. Motorcycle combat was becoming a grim ordeal because of his physical size, which was greater than six feet, and as he aged he was putting on pounds. Wirth had the same disadvantage. And one summer day in Los Angeles he and Savage were preparing to travel to a regional flat track meet at Tulare. The telephone rang and a voice instructed Savage to forget about Tulare and get on an airline and fly immediately to Charlotte in the Carolinas. Holman-Moody, Ford's stock car-racing arm in the Deep South, had Freddy Lorenzen's old Fairlane awaiting him.

So began the meteoric car-racing career of Swede Savage. By 1973, following brief, furious, flings with stockers and singleseaters, he was qualified fourth fastest at the Indianapolis 500, lined up on the second row with an average speed of nearly 197 mph.

An influential magazine wrote that within a couple more seasons he'd be not only America's greatest race driver, but the world's. Yet how good was Swede, truly? There were three differing insider opinions: 1) he really was great; 2) one day he might become great; 3) he was somebody who'd learned how to go fast before he'd learned how to race, so was in over his head.

His ferocious, compelling name turned out to be somewhat spurious. Mild-mannered and settled, he was married with a young daughter. And his father was a veterinarian, among the most gentle of professions. He'd named his son David, then nicknamed him Swede, only becuase of his incredibly blond hair.

Swede's rapid swath through the four-wheel wars wasn't free of potholes. Racing for Gurney's own All American Racers group, he won ouright one of his earliest Indy car competitions, at Phoenix. But it had been a fluke, marked by faster cars falling out. Not long afterward, at the Questar Grand Prix of Ontario, a race All American Racers was skipping, Savage had over-ruled Gurney's own objections and raced another team's car. He got into an accident which irritated his old head wounds and brought on a case of amnesia. After the clouds lifted, Gurney raised the possibility of his taking a year's sabbatical, a suggestion Swede rejected. This helped lead to his leaving All American Racers.

His employer during 1972 was a middling team with a two-year-old Brabham which Savage somehow managed to qualify among the top 10 in every race. This team also put him inside an Ateras Manta, a huge folly which enjoyed the distinction of being possibly the ugliest Indy car ever built. But relief arrived when the brilliant Indianapolis mind George Bignotti began running the team in 1973. It was in a Bignotti-prepared car that Savage qualified fourth fastest at Indianapolis, led the 500 for a dozen laps, and then had the cataclysmic wreck whose injuries caused his death one month and two days afterward.

Accounts of what happened varied. The track surface was oil-slick and Savage had fallen behind following a pit stop. He'd also been glaring in his mirrors at Bobby Unser, who'd been derogatory toward him in print, and who now was coming up fast. Or, possibly the old head wounds had returned, and Swede suffered a black-out.

On the day of the accident, Eddie Wirth was in a motorcycle shop in Elyria, Ohio, listening to the 500 on the radio. He was in Indianapolis within hours. He found Savage's wife in the intensive care ward of Methodist Hospital, and for the following four days and nights stood vigil with her. Savage, who had inhaled fire, was unable to speak when he saw his friend. But when Wirth at last had to depart for a motorcycle race in Illinois, Savage wrote "BE CAREFUL" on a blackboard at his bedside, and then pointed to himself for emphasis, in farewell. Wirth never got to see him again.

Certain Indianapolis veterans still muse bitterly about charisma, and what came to be called the Swede Savage Syndrome.

And then there was Ralph Hepburn. Unlike Savage, who was gone before even reaching 30, Hepburn found charisma when he was - by then-Indianapolis standards - a very old man in his fifties.

It happened because of a diabolical race car known as the Novi. For as long as it raced, it was the most overpowered juggernaut ever to compete at Indianapolis. Its stupendous V-8 engine weighed three-quarters of a ton, and was possessing of such muscle that it gave all Offenhausers a case of the heebie-jeebies. The roaring, tearing, unrelenting banshee wail of the Novi became a siren song for Hepburn.

He was, however, fortunate to have made it into automobile racing at all. From approximately 1916 through 1925, Hepburn, off the Texas prarie, wore the cloth skull cap and colors marking him one of Harley-Davidson's select board race track warriors. Risky time! The speeds were ungodly: by 1921 members of the squad were lapping Beverly Hills at 107 mph, faster than the four wheelers at Indianapolis. Their adventures were intense. Fred Ludlow, racing at top speed at Playa del Rey on the Pacific sea coast, survived the experience of being struck full in the face by a migrating sea gull. And Shrimp Burns, yet another Harley-Davidson man, crashed so hard at Beverly Hills he became a ragged mass of splinters. Afterwards he had the derring-do to commandeer the machine of a teammate, and, all bandaged up, average in excess of 102 mph - the fastest a Harley-Davidson sidevalve had ever gone on timber - and win by overtaking the leader on the final corner.

The soaring boards taught Hepburn racing, but all the wipe-outs and narrow escapes apparently altered his constitution. He tired easily.

He ended up racing in a career 15 Indianapolis 500s, from 1925 to 1946, and in five of them had to be lifted, exhausted, out of race cars so that stronger drivers could replace him. The 1937 500 was an example. Hepburn's car was really fast, but once again he got tired and sought relief. But when he observed that the leader, Wilbur Shaw, was beginning to slow down as his own car weakened,

Hepburn had the relief driver signaled into the pits and he took charge again. Joyfully taking up the task of bringing down Shaw, he made up a lap and a half and finished second by a mere 2.16 seconds. It was the closest 500 finish on record, and remained so for the next 45 years.

The first Novi engine was ready in time for the 500 of 1941, but there was nothing to cram it into except a five-year-old Miller front drive. Hepburn, by this time the most experienced Indianapolis veteran going, got called up to do the honors. He found the horsepower so intimidating that he played it safe, and, to prevent the throttle from going clear to the floor, wedged a board, a two by four, beneath it. Driving this way, with only three-quarter power, he still acheived fourth place.

Following four years of World War II, Indianapolis racing resumed in 1946. Hepburn, now 50, never would have had the stamina to control the Novi, except that a new chassis was coming off the drawing board. Now able to take full advantage of the horsepower, he got the Novi going so fast he broke the qualifying record by seven mph. And he'd surely have won the 500, too, had not fading brakes forced him into eight disastrous pit stops.

A whole new life opened up to him. The roar of the Novi was wonderous, and he was its charismatic chauffeur. Recognizing the opportunity, he saw the chance to conclude his long and difficult career with honor by winning the 500 in 1947.

But over the winter the firebrands of the American Society of Professional Auto Racing appointed him as Indy's elder statesman, their leader, then threw a wildcat strike for more prize money. But the car owners refused to support them, they sided with the Indianapolis management, and gradually the other drivers turned turncoat and abandoned Hepburn. Now regarded as a pariah, he became ineligible to start in the 500 at all.

His past caught up to him a final time in 1948. As the month of May began he was out in Los Angeles in his banal non-racing existence at Bruce Randall Tuxedo Rentals as an automobile salesman pushing Tucker Torpedos. But Ardinger and Bergere, the drivers hired by the Novi syndicate as his replacements, were proving intransigent in the matter of getting the brutes up to speed; they couldn't even approach Hepburn's two-year-old records. And Bergere was whining that the Novi was so lethal it deserved to be banished from Indianapolis.

This was too much for the owners. "Get Ralph Hepburn!" they cried in desperation.

Hepburn duly appeared: a 52-year-old relic with a deathly pale face, stooped and scarred and with the faded tattoo of a flat track bike on his right forearm, and walking with a heavy limp from the crash of a Miller race car on New Year's Day of 1932. But he still had gleaming board track eyes. And he felt the heavy charisma of his reputation as the only man capable of taming the Novi.

He stayed up all night adjusting the beast to the identical chassis settings of 1946. And the following morning the Novi was out on the Brickyard screaming the terrifying war whoop that only Hepburn was capable of. But when he opened up to peak revs and got rough with it, the beast hurled itself against the wall, annihilating Hepburn on impact.

The accident made the national wires, and none other than Walter Winchell took to the air calling for a murder investigation. This was the beginning of the Novi's reputation as a hoodoo wagon, a jinxed race car.

You could call it the high cost of charisma. CN

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OFF-ROAD AMA National Championship Reliability Enduro Series: Round 2

Fredd Hoess nabbed the overall win aboard a 1992 Husqvarna WXC125. Hoess zeroed a controversial check that gave most riders fits.

Hoess smokes 'em all in Jersey

By Mike Snyder

STANHOPE, NJ, MAY 9

With Rodney Smith leading the series after a first-round win, and Randy Hawkins leading the National Enduro Series points race, the powerful Suzuki off-road team's chances looked good for an overall win at the one-day "ISDE qualifier" in northwestern New Jersey, especially when Kawasaki Team Green ace Larry Roeseler elected to skip the event altogether. However, Husqvarna factory rider and New Jersey native Fred Hoess played the spoiler, posting a total special test score of just 1684 seconds and snaring the overall win on a 1992 125 WXE. Hawkins and Team Husqvarna's Kevin Hines tied for the runner-up position with 1736 points, and both earned points for second overall. Smith was third overall and Team Suzuki's Steve Hatch and Kawasaki rider Doug Deaton rounded out the top five positions.

"It was a really fun event," said Husqvarna/Answer/Scott/Dunlop/Acerbis/Arai/WER-sponsored Hoess, who works for Husqvarna in addition to riding for them. "I was a little worried in the morning as my arms pumped up in that first test, and they never relaxed for the rest of the day. I was really nervous and I just tried to ride as best as I could."

The organizing Ridge Riders Club, under the guidance of trail boss Jim Smith Sr. and with his two sons, ISDE veterans Drew and Chris Smith, laid out a very challenging 70-mile loop, which featured a variety of terrain. Included was everything from a rocky, slippery clay-based trail to a sand pit, which was used for two special tests and the final MX special test. The areas were interlinked with a multitude of narrow two-track logging roads, as well as an abandoned railroad system known to the locals as the "Highline," and the entire course was within the confines of the Allamuch State Forest.

Although the event drew much praise from the 350 competitors who attempted it, a cloud of controversy surrounded the club's decision to use a tight schedule through difficult terrain in the fourth section. The portion of trail caused many big names to drop route points, and the question of fairness had the 33 Intent riders split down the middle in the argument as to whether or not the club should throw out the section.

"As far as I'm concerned, the club did nothing wrong, if you follow the letter of the rule book," said the AMA's Hugh Fleming. "The whole purpose of these events is to test and challenge the Intent riders with not only terrain difficulty, but strategy, as well. Maybe the riders questioning the section should have realized that something was up with the (change of) speed average in the section, despite its grading on the sheet they got in the morning. The bottom line is (that) three riders, including Fred Hoess, zeroed that section and, more importantly, one of the three wasn't a local rider, which proved the point that terrain knowledge wasn't a factor. So I have to stand on the promoters' side in this instance."

Smith was one of the more vocal riders who didn't agree; "We receive a sheet of paper that grades the terrain between each checkpoint before every qualifier - 1 being easy, to 4, which is most difficult. The area in question was graded a 3, which to me means it wasn't all too tough, but I feel it should've been a 4, like the section prior to (it). I came in six minutes early there, so if I'm properly informed, I could have done the same thing easily for that particular area. In my opinion, we don't run computers, as this isn't a (timekeeping) enduro, per say. I also feel that the trail pace tests the reliability aspect of the motorcycle and the special test scores are used to see who's the fastest and who's the winner. The bottom line is if you drop one route point that's 60 seconds you have to try and make up in the special tests, which is just about impossible."

The rider who suffered the most from the section was Hatch, who slipped from first to fourth place in the results. "The day's overall positions for the Intent class should be decided in the special tests," said Hatch. "If they beat us in those special tests, then we could handle our lower finishing position, no problem, but the fact of the matter is, it happened at a point that shouldn't be a factor in the day's outcome. Other than that situation, I had a really good day, as I felt smooth and pretty fluid."

Hoess zeroed the check, which was an important factor in his overall win. "I ran my full enduro timekeeping equipment for this event, so when I was in the section, I looked down and noticed that I wasn't maintaining the speed average, so I turned it up a notch or two and zeroed the check - but just barely."

As the first riders headed out of the start area at 8:01 a.m., they were immediately greeted with a special test in the sand pit. Many riders' scores were a little high, as they were still rubbing the sleep out of their eyes, and Hines posted the fast time despite taking a couple samples of the New Jersey sand.

"Although my score looked good on paper, I had a tough time as I crashed a couple of times," said Husqvarna/MSR/Shoei/Trelleborg/Braking/Scott/Spectro/Acerbis/Factory Connection/Renthal-backed Hines. "I had a heck of a time adjusting to a test that early, because my arms pumped up right away. After that, the rest of the day didn't go too bad; I just tried to go for a reasonable ride, and rode cautiously."

Once the competitors had a chance to limber up a little, they were faced with a terrain test which timed them through a wooded section of the course. The test featured a surprise winner, as local hotshoe Kevin Bennett bested some of the fastest woods riders in the nation to garner the fastest time through the test.

"I was pumped to ride this event," said the Team Green rider. "I had a tough time getting into the swing of things with the test earlier in the morning, but I was ready for the next one. I just wish that my luck would have held out, as my 125 broke a main bearing in the final motocross test."

For the third special test, the riders were redirected back into the same sand pit where the first test had been run, although the club had changed the route of the test considerably. This time around, it was Hatch who circulated the track with the fastest time. Hatch's luck was short-lived, however, as the difficult fourth section spelled doom for his chances at an overall win.

"We had been arriving probably 10 to 15 minutes early at each check, and then on check four, all of a sudden we got a surprise and I ended up dropping 180 points (three minutes), which totally ruined any chances I had for an overall win... The club did a pretty good job with the trail selection, and it's too bad that the problem with that check had to put a damper on an otherwise excellent event."

The grand finale of the day was the final motocross special test, that featured five, three-lap motos in yet another configuration of the sand pit. The first moto served as a Hoess benefit, as the Husky pilot ran away and hid from Dale Hiles Jr. and Kerry Clark.

The second moto provided a little more excitement, but most of the close racing took place behind moto-winner Hawkins. The good-sized crowd enjoyed the dogfight over second between Suzuki support rider Jon King, Yamaha-mounted Jan Hrehor and Hines. Hrehor forced his way by Hines in front of everyone on the second lap, and, not content there, the diminutive Czech soon worked his way by King to claim the second spot.

In the third moto, the battling would be between Suzuki teammates Smith

Kevin Hines (shown) tied for second overall with Randy Hawkins.

and Hatch, as the two stayed close the entire race, with Smith winning and Josh Lojak finishing third.

The fourth race featured the Open class racers, and it looked like a sure runaway for class-leading Team Green rider Mark Grossman. Yamaha-mounted Dave Santi had other ideas, though, and passed Grossman to capture the moto win.

In the final moto of the day, Suzuki-mounted David Rhodes dominated all three laps to win by 25 seconds, but an intense battle over second between Tom Ebersole and Steve Chapkovi kept the crowd entertained. Chapkovi would eventually finish as the runner-up.

"I was very happy with my results, as you usually have to sacrifice so much when you ride a 125, particularly in the sandy conditions we had today," said Hoess. "I was riding the same bike that I competed on last year and at Tulsa, and I'll probably continue to ride it until Husqvarna introduces a 1994 125 over here."

When the final scores were posted, Hines and Hawkins shared an equal number of trail points, which, per FIM rules, allowed the two riders to both be awarded with second place.

"My day started getting interesting at the final special test in the sand pit," said Suzuki/MSR/Metzeler/Asics/Answer/Pro Circuit/Acerbis/Bieffe/Bel-Ray/Cycle Gear-sponsored Hawkins. "I went into it feeling like I could do no wrong, but I went over a pile of rocks on one of those drop-aways and the bike kicked out sideways just as I went over one of those rocks. The bike just tumbled end over end until it reached the bottom of the hill. The crash tore up my riding pants and tweaked my bars out of shape."

Smith was third overall ahead of teammate Hatch, and Doug Deaton finished in fifth. CN

Results

O/A: 1. Fred Hoess (Hus); 2. (TIE) Randy Hawkins (Suz)/Kevin Hines (Hus); 3. Rodney Smith (Suz); 4. Steve Hatch (Suz); 5. Doug Deaton (Kaw); 6. David Crain (Kaw); 7. Jeff Fredette (Kaw); 8. Kevin Bennett (Kaw); 9. Jon King (Suz); 10. Dale Hiles Jr. (Yam).

125: 1. Fred Hoess (Hus); 2. Kevin Bennett (Kaw); 3. Dale Hiles Jr. (Yam); 4. Kerry Clark (Hon); 5. Mark Lambert (Yam).

250: 1. Randy Hawkins (Suz); 2. Kevin Hines (Hus); 3. Rodney Smith (Suz); 4. Steve Hatch (Suz); 5. Doug Deaton (Kaw).

OPEN: 1. Marc Gossman (Kaw); 2. Dave Santi (Yam); 3. Russel Cherry; 4. Mike McHale (KTM).

4-STRK: 1. David Rhodes (Suz); 2. Steve Chapkovi (Hus); 3. Erik Nijkamp (Hus); 4. Tom Ebersole (Hus); 5. Joe Lojak (Yam).

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MOTOCROSS World Championship 500cc MX Series: Round 2

Johan Boonen (6) finished second in all three motos, and leads the series point standings.

Jeremy Whatley (8) and Darryl King (34) finished third and second overall, respectively.

Boonen takes points lead with Austrian win

By Alex Hodgkinson

SITTENDORF, AUSTRIA, MAY 9

Anyone who believed that the absence of last year's top three from the current season's 500cc MX GP line-up would be detrimental to the series, must be choking on his thoughts now that the first two GPs have been run.

The first six motos of the young campaign have seen five different winners, but it is Belgian Johan Boonen who is now leading the points chase.

Consistency earned the 24-year-old his first-ever overall GP win at the classic Sittendorf track in the Vienna Woods on Sunday, and the 51 points he accumulated from three runner-up moto finishes behind Swede Jorgen Nilsson, Italian Franco Rossi and New Zealander Darryl King took the Kawasaki rider to the head of the point standings, two points clear of first-round winner Nilsson.

Mervyn Angie's glory ride at the front in race one lasted just one lap before Nilsson stormed past along the main straight.

"It took me several laps to find the best lines when the track had dried out, and by then I was already down to fifth," explained the Englishman.

Nilsson, who then led to the flag, was jubilant: "Now I know I can win anywhere. This is my worst type of track and I have beaten the opposition fair and square."

Boonen chased him throughout but was never a serious threat, while a fifth lap slip by Whatley lost him contact: "I tried to stay with King when he came past me after that, but I made a few mistakes and lost him."

The New Zealander, the fastest in training for the second GP in succession, was the man on a charge from 10th on lap one: "I went too far down the gate and they all came across me. I could have had Boonen on the last downhill, but I would have had to block pass him on the camber and it is too early in the season to start making enemies unnecessarily.

"When I get a start, I'll win one," he added prophetically.

Thorpe had ridden a subdued race: "I tried to anticipate the start and had to grab the brakes just before the gate dropped. It was pretty hectic in the pack for the first few laps and I just concentrated on staying out of trouble. But once Smets came past me I tagged on behind him."

The Husaberg rider was charging in style after an early error. "I missed a gear change on the big hill and then found top as I tried to get it back in second."

Moving forward even faster for half the race was Jacky Martens. Into the top 10 from near last in less than 15 minutes, the Husqvarna ace was struck full in the face by an enormous rock on the hill and rode out of the race with his clothing and bike splattered with blood. "This time my nose is smashed up really bad," gasped the Belgian as he breathed through his mouth.

A host of riders were taken down by an errant Pekka Vehkonen in the second turn of race two as Anstie once again sprinted to the front.

Franco Rossi, who had surrendered sixth on the last lap of race one to Jo Martens after being struck on the hand by a rock, and Boonen were soon on Anstie's rear wheel but it took them half the race to get past.

"They went through together when I made a mistake and I lost contact when I had a couple of bad laps," explained a sober Anstie as sponsors Gavin Linscott and Tony Nichol emptied the bottle of champagne which went with third place.

Boonen had just ousted Rossi, thus moving from third to first within a few hundred yards, and immediately raced clear: "I high-sided and got thrown off the track. I got plastic tape caught up in my rear brake so I couldn't push Rossi again."

Jeremy Whatley looked good for at least fourth place in the early stages, but had to be content with an eventual 10th after the KTM threw a chain.

Nilsson was up to fourth from an initial eighth at one stage but already sensed trouble. "I thought it was the gearbox at first. The rear wheel was loose, but I was still sixth until the chain came off on the last lap."

Smets was again on a charge from 13th to fourth, while Martens, with his Roll-Offs screwed onto the outside of his full-face helmet, progressed nearly as fast to sixth.

Thorpe had a difficult ride. "I got pushed into a fence on the first lap and my gear lever got bent at right angles. I couldn't stand on the footrests or I would catch it, and I only changed up to third along the main straight each lap."

King had tried unsuccessfully to move forward from another poor start at the start of the last moto, but it was third time lucky for the New Zealander out of the gate. He quickly followed Boonen past Pignotti at the front, and it was only a matter of time before he took the lead. Moving ahead with two laps to go, King, 24, scored the first-ever success in GP MX for New Zealand.

Second place was enough to secure the overall win for Boonen, however, as first moto winner Nilsson hit trouble.

"I hit the gate so I was well down, then the front wheel washed out as I tried to ride around Cavatorta, who had fallen on a downhill. Someone ran into my back." grimaced the Swede as he lay on the floor of his camper after racing back to an unrewarding 16th.

After the race, fifth place finisher Whatley went immediately to see Thorpe to apologize. "I missed a gear at the bottom of the hill and David caught my rear wheel," Whatley said. "I hit them midships and not only went flying over the bars, I ended up on the other side of the snow fence. I could have had a good score there."

Smets and Martens were hauling in the leaders for much of the race, but once again the checkered flag came out too early for the Husaberg man as he crossed the line just four seconds down on King.

Martens, struggling for breath, lost concentration momentarily and slipped off a couple of laps from the end and had to pass the fading Pignotti for the second time to make the top six at the finish.

Each of the first two GPs have seen moto wins divided between Honda, KTM and Kawasaki, but the four-stroke challenge is looking ever more menacing. The third round in Sweden could see the first GP moto success for a thumper since Aberg in 1977 - or even the first overall win since Dave Nicoll in 1969. CN

Results

O/A: 1. Johan Boonen (Kaw); 2. Darryl King (Kaw) ; 3. Joel Smets (Hus); 4. Jeremy Whatley (KTM); 5. Franco Rossi (KTM) 6. Jo Martens (Hon); 7. Mervyn Anstie (Hon); 8. Jorgen Nilsson (Hon); 9. Jacky Martens (Hus); 10. Jared Smith (Kaw); 11. Jan Mrazek (Kaw); 12. David Thorpe (Hon); 13. Attilio Pignotti (Hon); 14. Brian Wheeler (Kaw); 15. Siggi Bauer (Kaw); 16. Gerald Delepine (Hon); 17. Loris Gatti (Hon); 18. Soren Mortensen (Kaw); 19. Dirk Geukens (KTM); 20. Pekka Vehkonen (Hon); 21. Simone Girolami (Hon); 22. Roland Schier (Hon); 23. Michele Dal Bosco (Hon); 24. Kurt Bicher (Hon).

WORLD CHAMPIONSHIP 500 MX SERIES POINT STANDINGS (After 2 of 12 rounds): 1. Johan Boonen (72/1 win); 2. Jorgen Nilsson (70/1) 3. Darryl King (62); 4. Joel Smets (57); 5. Jared Smith (49); 6. Jo Martens (49); 7. Jacky Martens (45); 8. Jeremy Whatley (44); 9. Ronny Weustenraed (37); 10. Dirk Geukens (37); 11. Carlo Hulsen (33); 12. Franco Rossi (29); 13. Soren Mortensen (29); 14. David Thorpe (28); 15. Mervyn Anstie (26).

World Championship 250cc MX Series: Round 6

Schmit perfect in Hungary

KAPOSVAR, HUNGARY, MAY 9

Defending World Champion Donny Schmit moved to within 14 points of this year's pacesetter Greg Albertyn after six rounds of the 250cc GP series with a stunning 60 point maximum score, the first of the current campaign, at the Hungarian GP at Kaposvar.

The three moto sweep was a great psychological boost for the 26-year-old Chesterfield Yamaha team leader, for it was at the very same track 24 months previously that he had surrendered his 125cc GP crown with a crash which left him with a broken collarbone and thumb.

It was also exactly 12 months since Schmit scored the first of two successive maximum scores which mentally destroyed the opposition in last year's 250cc GP series.

The rugged Hungarian track, which features a couple of savage downhills, was not so kind to Belgian Stefan Everts and South African Albertyn. Neither of Schmit's most serious rivals for the 1993 title completed the final moto.

Everts had crashed heavily, fortunately without injury, on the opening lap, while Albertyn hurt his shoulder when he went down hard on a fast downhill halfway round lap two while trying to improve on 15th place.

Albertyn now leads Schmit, 255-241, with Everts third on 218.

Schmit emerged victorious from a tight battle with lone KTM factory star and fellow American Trampas Parker in race one, while Albertyn was 20 seconds back in third on the JHK Honda, safely ahead of the Bieffe Suzuki duo of Bob Moore and Everts who had fought off a challenge from AW/Johnson Kawasaki star Billy Liles.

Kurt Nicoll was initially credited with 27th, but after a protest it was accepted that he had finished 8th on the same lap as the winner, sandwiched between Castro! Honda teammate Rob Herring and Swede Peter Johansson in a tight finish.

Schmit won the second race by nearly 10 seconds over Moore and Parker with the entire leaderboard well split up by the checkered flag.

Seventh place was to prove enough to secure second on the day for Parker as Moore had been eliminated in a multiple crash at the start.

Schmit was still not able to relax, however, as he was chased all the way by Tallon Vohland. Earlier 10th and 11th placings combined with the runner-up spot gave the Carpi Suzuki rider sixth overall behind Herring, Nipoll and Moore.

Liles made it five Americans in the top nine overall, as only Bader Manneh of the U.S. contingent continues to struggle, having scored just three points thus far in the series.

The top 15 riders at the halfway point in the series (the ninth round in Belgium next month) will receive increased travel allowances as negotiated by the FIM and paid for by a levy on European organizers in order to bring them to the U.S. GP at Budds Creek in Maryland in July. The list currently includes five Americans, three Belgians, two Englishmen, two Italians and single riders from South Africa, Sweden and Holland. CN

Results

MOTO 1: 1. Donny Schmit (Yam); 2. Trampas Parker (KTM); 3, Greg Albertyn (Hon); 4. Bob Moore (Suz); 5. Stefan Everts (Suz); 6. Billy Liles (Kaw); 7. Rob Herring (Hon); 8. Kurt Nicoll (Hon); 9. Peter Johansson (Yam); 10. Tallon Vohland (Suz); 11. Alessandro Puzar (Yam); 12. Colin Dugmore (Suz); 13. Miska Aaltonen (Hon); 14. Marnicq Bervoets (Kaw); 15; Werner De Wit (Suz); 16.Peter Dirkz (Hon); 17. Mark Eastwood (Suz); 18. Rupert Walkner (KTM); 19. Craig Pratley (Hon); 20. Nicolas Cailly (Yam); 21. Gunther Salzmann (KTM); 22. Yannig Kervella (Kaw); 23. Frederic Bolley (Yam); 24. Totsuyuki Motoki (Hon); 25. Yann Guedard (Kaw); 26. Freddy Verherstraeten (Kaw); 27. Bader Manneh (Hon); 26. Charrel Sweebe (Hon); 29. Paul Cooper (Yam); 30. Zsolt Lechky (Hon).

MOTO 2: 1. Schmit; 2. Moore; 3. Parker; 4. Everts; 5. Albertyn; 6. Herring; 7. Michele Fanton (Kaw); 8.Nicoll; 9.De Wit; 10. Paul Malin (Yam); 11. Vohland; 12. Peter Iven (Kaw); 13. Liles; 14. Aaltonen; 15. Bolley; 16. Puzar; 17. Guedard; 18. Holvoet; 19. Takamasa Takagi (Hon); 20. Jaimy Scevenels (Hon); 21. Sweebe; 22. Walkner; 23. Manneh; 24. Verherstraeten; 25.Michele Monti (Kaw); 26. Tomoyuki Kawasaki (Yam); 27. Motoki.

MOTO 3: 1. Schmit; 2. Vohland; 3. Nicoll; 4. Herring; 5. Liles; 6. De Wit; 7. Parker; 8. Bervoets; 9. Cooper; 10. Aaltonen; 11. Dirkx; 12. Puzar; 13. Johansson; 14. Iven; 15. Scevenels; 16. Takagi; 17. Manneh; 18. Holvoet; 19. Malin; 20. Dugmore; 21. Cailly; 22. Kervella; 23. Motoki; 24. Kawasaki; 25. Salzmann; 26. Monti; 27. Verherstraeten; 28. Lechky.

O/A: 1. Schmit; 2. Parker; 3. Herring; 4. Nicoll; 5. Moore; 6. Vohland; 7. Albertyn; 8. Everts; 9. Liles; 10. De Wit; 11. Aaltonen; 12. Bervoets; 13. Johnansson; 14. Fanton; 15. Puzar; 16. Cooper; 17. Malin; 18. Iven; 19. Dirkx 19; 20. Dugmore; 21. Scevenels; 22. Bolley.

WORLD CHAMPIONSHIP 250 MX SERIES POINT STANDINGS (After 6 of 15 rounds): 1. Albertyn (255); 2. Schmit (241); 3. Everts (218); 4. Parker (180); 5. Moore (152); 6. Herring (144); 7. Bervoets (143); 8. Nicoll (123); 9. De Wit (104); 10. Fanton (74); 11. Johansson (72); 12. Liles (71); 13. Puzar (62); 14. Edwin Evertsen (62); 15. Vohland (59).

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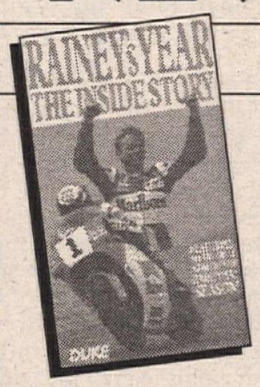

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SUPERCROSS Castaic Celebrity Supercross

Lance Smail (36) and Terry Parsons (76) shared the holeshot in the 125cc Pro main, but Damon Huffman (86) roosted past to the win.

Promoter Shane Trittler (left) congratulated Celebrity class winner "Saved by the Bell" star Mark-Paul Gosselaar.

Former 125cc National Champion Ron Lechein (99) topped Brian Manley (44) in the 20-lap 250cc Pro main event.

Huffman hammers 'em at Castaic Lake

By Scott Hoffman

VALENCIA, CA, MAY 8-9

Team Suzuki's Damon Huffman, former 125cc National Champion Ron Lechien and "Saved by the Bell" TV star Mark-Paul Gosselaar put on a show for the crowd at the Shane Trittler Promotions Celebrity Supercross, held at the Lake Castaic Recreation Area. The event was sponsored by Bieffe, Castaic Brick, Yamaha and Suzuki, and a large number of fans were out in force to see a few of the sport's top pros and a number of celebrities bang bars for charity. Proceeds from the race were donated to the T.J. Martell Foundation, a children's cancer research center.

Huffman went into the 125cc main event full of confidence after flying to easy wins in the first two heat races. While Huffman styled out front, Scully/Xtreme-backed Darrin Hoeft and Suzuki support rider David Pingree swapped second. Pingree prevailed at the finish.

"The track was better then most supercross tracks," said Huffman after the first heat race.

When the gate dropped for the 20-lap 125cc main event, Pingree squeezed into the first spot with Honda-mounted Lance Smail and MMF's Terry Parsons following. Smail quickly moved into the lead, dropping Pingree back one spot. Smail began to pull away during the opening laps, while Suzuki rider Hoeft showed that you can ride a year-old bike and still go fast by moving into the third spot.

On the first lap, Suzuki's teen-sensation Huffman found himself in the back of the pack.

"I wasn't ready when the gate dropped," said Huffman. "It fell real quick."

With Smail running up front with a sizable lead, Huffman had his work cut out for him. Huffman quickly began to pick riders off, one by one. Huffman set a blistering pace and had already worked his way up to third by the third lap. Huffman was by far the fastest rider through the incredibly-tough rocker section.

"They were every bit as tough as real stadium whoops," said Huffman. "I just kept my rear off the back of the seat and kept it pinned."

By the fifth lap, Huffman had pulled to within striking distance of the second-place rider, Pingree. Pingree did his best to fend off the charge of Huffman, but the pressure was too extreme and Huffman moved into the second spot behind Smail.

With an open track between himself and Smail, Huffman launched his attack. Smail knew Huffman was closing in, and started to push both himself and his bike to the limits.

Right around the halfway point, Huffman was banging at the back door of Smail. The two riders' battle generated a fast pace that left the back-markers in the dust. Smail and Huffman were side-by-side going through the whoops when Smail bobbled. This left the door wide open for Huffman to grab the lead.

On the next lap, disaster struck. Smail pulled off the track, claiming that he had pushed his bike beyond its limits.

"It just started to seize the top or bottom end, and it flat died," said Smail.

With Smail out of the race, Huffman rode his own race to the finish. Hoeft tried to close the gap on Pingree, but his endurance had run out.

"By lap 15 I started getting tired," said Hoeft. "I'm used to 15-lap mains."

With the closing laps remaining, the riders' order remained the same. Across the line, Huffman took the win with Pingree and Hoeft following behind. Yamaha support rider Mark Easley finished fourth.

Before and between the two Pro main events, the celebrities tried their hands at supercross. Celebrities ranging from soap opera actors to rock stars, and even a professional snow-boarder, came out to race for charity. It was Yamaha-mounted actor team versus Suzuki-mounted rocker and sports team in a battle to the end.

Suzuki rider Gosselaar edged out professional snow-boarder Damien Sanders in both motos to grab the win.

In the first moto, Sanders pulled the holeshot ahead of Gosselaar and rock star Kyle Stevens from the band Bang Tango. Sanders didn't hold the lead for long, as Gosselaar grabbed the lead from him on the second lap. The top riders were pushing each other until the third lap, when Sanders went down over a berm.

"The ground was a lot softer than it looks, thank God," said Sanders, who is used to falling in snow.

Sanders remounted quickly, but found himself in third behind Stevens. Up front, Gosselaar took command of the race and never looked back. At the finish, the order remained the same. Gosselaar took the win with Stevens and Sanders trailing.

Moto two saw Gosselaar grab the early lead with Sanders and Stevens hot on his trail. Sanders wasn't willing to give in during the second race, and kept the pressure on.

Up front, Gosselaar could feel the pressure of the second place rider.

"Damien Sanders was on my tail and my arms started to pump up," said Gosselaar.

Gosselaar got a break when Sanders stalled his bike and gave him some breathing room. Gosselaar went on to take the win and Sanders managed to hold off Stevens to take the second spot.

Former Honda and Kawasaki factory rider Lechien came out of retirement to race the charity event, and displayed impressive speed by winning both 250cc heat races. The heat race victories were not given to Lechien, though, as Brian Manley put up a fierce battle. Manley rode hard, but the rockers swallowed up his wheel, putting him on the ground and out of the race.

Lechien felt strong going into the main, saying, "I like the track; it works well with my style."

In the 250cc main, Lechien was all business. The Kawasaki rider pulled the holeshot and never looked back. Easley grabbed the second spot at the start, but Manley made quick work of the Yamaha rider.

By the halfway point, the top three riders had spread out. Lechien started to put on an aerial show for the crowd out front, while Billy Joe Mercier started to reel in Easley. Though he closed to Easley's rear wheel, Mercier couldn't make the pass. At the finish, Lechien cruised in for the win with Manley and Easley following.

On Sunday, amateurs racers hit the track to do battle on a somewhat calmer course. CN

Results:

125 PRO: 1. Damon Huffman (Suz); 2. David Pingree (Suz); 3. Darrin Hoeft (Suz); 4. Mark Easley (Yam); 5. Terry Parsons (Hon).

250 PRO: 1. Ron Lechien (Kaw); 2. Brian Manley (Kaw); 3. Mark Easley (Yam); 4. Billy Joe Mercier (Kaw); 5. Erik Lindstrom (Hon).

CELEB: 1. Mark-Paul Gosselaar (Suz); 2. Damien Sanders (Yam); 3. Kyle Stevens (Yam); 4. Roger Ramjet (Yam); 5. Riki Rachtman (Yam).

P/W BEG: 1. Dustin Shoropshire.

P/W INT: 1. Andy Pierce (Yam).

60 (0-8): 1. Tyson Davis; 2. Andy Pierce (Kaw); 3. Brandon Beckman (Kaw).

60 (9-11): 1. Chris Hunsinger (Kaw).

80 BEG: 1. Shaun Perolio (Yam); 2. Adam Pierce (Kaw); 3. Mike Rowland (Hon); 4. Nick Romeos (Kaw).

80 (9-11): 1. Chris Huntsinger (Suz).

80 NOV: 1. Billy Payne (Kaw); 2. Casey Lytle (Hon); 3. Jonathan Shimp (Yam).

80 INT: 1. Jimmy Varis (Suz); 2. Michael Young (Suz).

125 BEG: 1. Keith Black (Suz); 2. Brian Hoeppner (Hon); 3. Tim Elkins (Suz); 4. Travis Byrnes (Yam); 5. Paul Steele (Hon).

125 NOV: 1. Jason Wood (Suz); 2. Cory Sievers (Suz); 3. Steve Wamboldt (Hon); 4. Alan T. Kaolec (Kaw); 5. Tore Amato (Hon).

125 INT: 1. Chip Rotan (Kaw); 2. Turtle Wykoff (Hon); 3. Tony Jones (Suz).

250 BEG: 1. Brian Snyder; 2. Brad Fore (Yam); 3. Scott Dolphin (Yam); 4. Bob Hausman (Hon); 5. Danny Bushey (Suz).

250 NOV: 1. R. Shaun Fortier (Hon); 2. Mike Gallegos (Hon);3. Bobby Hall (Suz); 4. Frankie Mecisna (Suz); 5. Randy Tweedy (Hon).

250 INT: 1. Karl Lindstrom (Hon); 2. Chip Rotan (Kaw); 3. Jon Zahrt (Yam); 4. Bobby Hubbard (Kaw); 5. Buc Ybarra (KTM).

500 INT: 1. Russ Wageman (Hon); 2. Darren Elliott (Hon); 3. Joe Fernandez (Kaw); 4. Buc Ybarra (H-D).

JR VET BEG: 1. Umberto Baca (Hon); 2. Major Alford (Kaw).

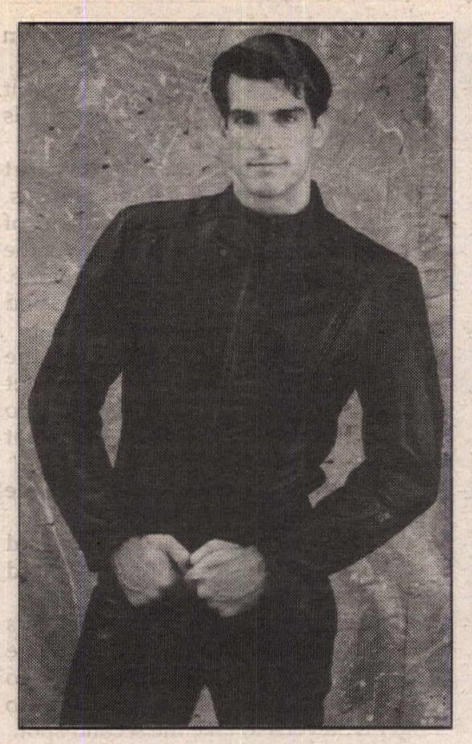
JR VET NOV: 1. Scott Hoffman (Yam); 2. Damian Ercole (Kaw); 3. Duane Raha (Hon).

JR VET INT: 1. Darren Elliot (Hon).

VET BEG: 1. Chris Bercaw (Hon); 2. Frank Schreiner (Suz); 3. Larry Kirsch (Hon); 4. Bruce Kelley (Yam).

VET NOV: 1. Bob Bang (Kaw); 2. Jim Bauer (Kaw); 3. Robert Fortier (Hon); 4. Jim Herin (Suz); 5. Joseph Browing (Suz).

NEW PRODUCTS



The Invader Jacket by Vetter Leather is designed for sport riding and features top-grain drum-dyed leather construction with high-quality YKK zippers. The shoulders and elbows are covered with thick double leather, and leather expansion panels extend the entire length of the jacket for maximun rider mobility and comfort. The cuffs utilize zipper closures, the collar seals with adjustable hoop and loop fasteners, and a zipper system is built in the waist for connecting two different styles of pants. The Invader Jacket comes in black and is available in sizes S-XXL for $260. For more information contact Intersport Fashions West, Dept. CN, 333 So. Anita Dr., Suite 1025, Orange, CA 92668, 714/978-7718.

TPro's Stealth Lite upper torso and back protector is made of an energy-dispersing material that is claimed to offer superior frontal protection and an unequalled amount of spine, kidney and tailbone protection. TPro claims that the protector may be worn comfortably under riding jerseys and other outerwear apparel, while still providing excellent venting. Available in child, adult and big/tall sizes in two different color combinations, the Stealth Lite ranges in price from $179 for a child's version to $220 for the big/tall size. For more information contact TPro Body Armor, USA, Dept. CN, 7879 Greenback Ln., Suite 347, Citrus Heights, CA 95610, 916/729-6970. CN

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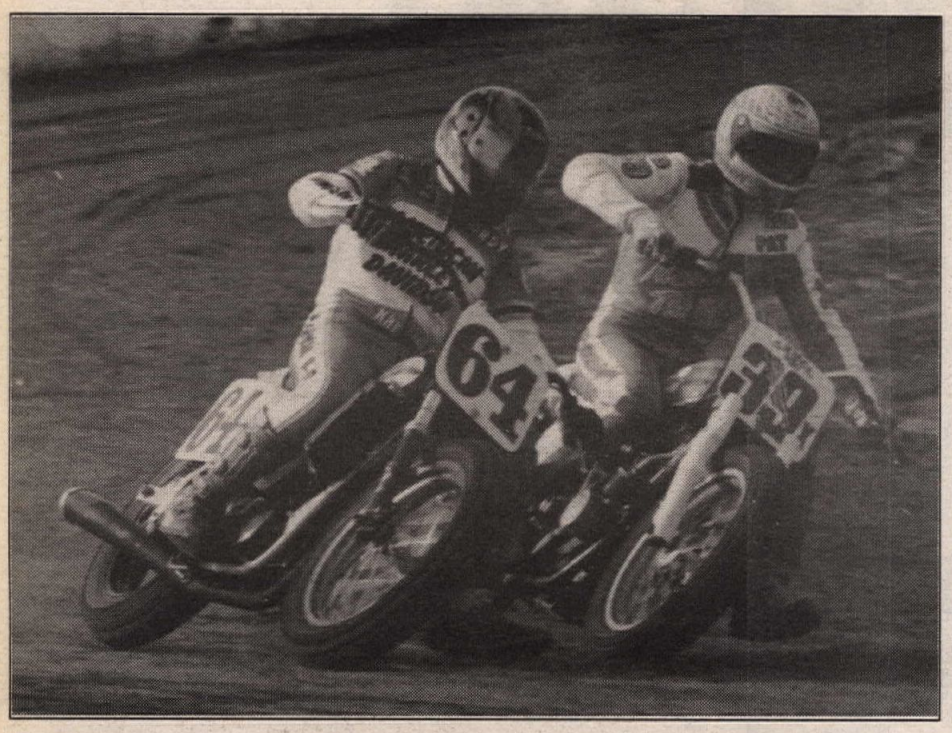
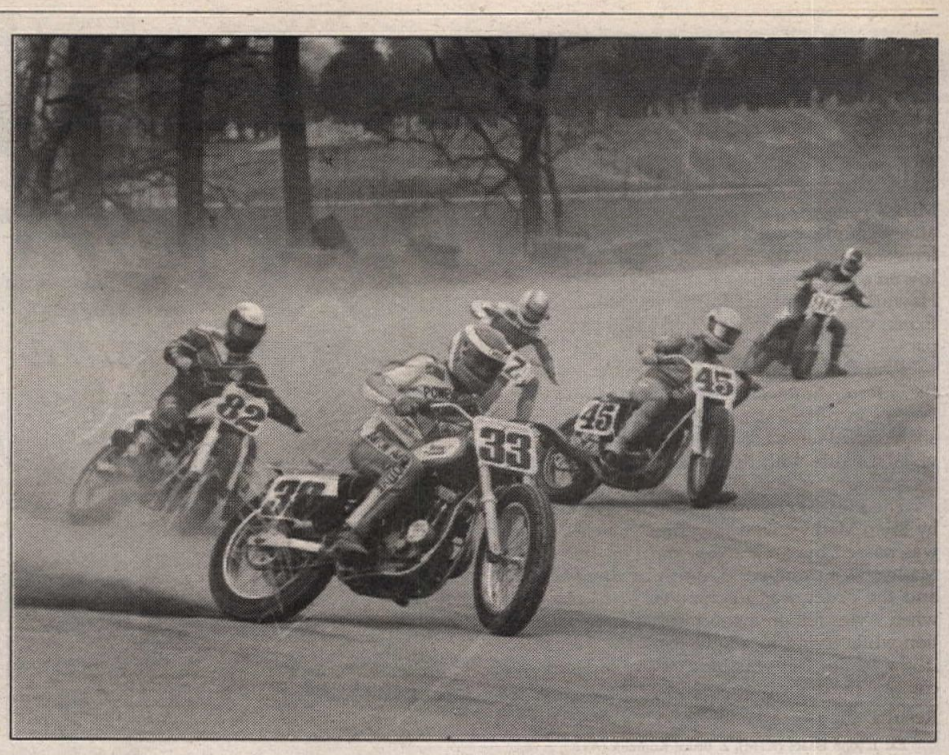


Pat Buchanan (39X) passed Gordon Schopieray (64) for the Combo win at I-96 ST.



David Hebb (33) finished third in the Henry Short Track Expert main event.

Butler does it at I-96 ST

By Grace DiBenedetto
Photo by Gordon DeVries

LAKE ODESSA, MI, MAY 1

Danny Butler picked up the winner's share of the Pro/Am purse as I-96 Speedway opened the Michigan dirt track season with the first half mile.

Track owners continued the policy of a 200% payback for the Pro/Am competition, which drew over 30 entries, bringing the total purse to over $1,100.00. Butler made the direct transfer to the main by overtaking Mark Wyskiel in lap three of the fourth heat. The two opened up a gap large enough to ensure the rest of the field would be sent to a semi. Bob Knapp battled Doug O'Boyle early in heat one, taking the point from lap two on.

Heat number two saw Pat Buchanan take control on the back stretch then steadily increase his lead to the checkered flag with Kirk Wirik edging out expert rider Gordon Schopieray for the only other direct transfer out of the heat.

Heat three proved to be the fastest of the four heats. After an uneven start brought out the red flag, Paul Kops, Jack Mayer and Ti Schaidt diced it up for the lead from the second flash of green. Mayer opened the door for Schaidt in lap two and the 16-year-old didn't stop twisting the throttle until he blew by Kops in the white-flag lap, then flew past the finish line with the pole position in the main event secured. Mayer would later transfer to the main with a victory in a semi. It looked as if Buchanan had the final sewn up after creating a comfortable lead by lap two. Buchanan's lead decreased by lap six, after Butler fought his way past Paul Kops and L.J. Schaidt and began reeling in Buchanan. By the white flag, Butler had closed the gap and challenged Buchanan down the front stretch, stealing the lead and then the checkered flag. Schaidt and Bob Knapp brought their battle over third down to the wire with Schaidt taking the advantage over Knapp, who after crossing the finish line in fourth, made a spectacular exit with a crash into turn one, sending his Harley-Davidson to the repair shop for major front end work.

Buchanan later picked up a good piece of change in the combo in a race that gave the referee, scorers and announcer cause for pause. Shortly after the start of the race it was discovered that Butler's bike didn't have Butler on it, but another rider. The mystery rider, who finished third, was later discovered to be Bob Reese. Reese forfeited his share of the purse and was given a warning about such deceiving practices, as was Butler.

The Open class watched John Lowe cruise down to the wire with a wide margin, while Jason Wilke and Kip Kops fought over second well behind him. The veteran final was delayed as riders waited while Kathie Verdugo was transferred to the hospital after braking her arm in turn one on lap two. The vet field was lightened considerably, with Joe McCormick also out of the main due to a broken collarbone suffered in an earlier heat. Eugene Copeland was the eventual winner with Willie Berghuis following across for the second-place trophy.

Results

50: 1. Justin Humphries (Yam); 2. Tom Link (Yam); 3. Casey Erridge (Yam).

65: 1. Brett Pankey (Kaw); 2. Bryan Smith (Kaw); 3. K.C. Knodel (Kaw); 4. Billy Humphries (Kaw); 5. Derek Rose (Kaw).

85: 1. Joel Rayment (Yam); 2. Jason Kincaid (Kaw); 3. Brett Pankey (Kaw); 4. Billy Humphries (Kaw); 5. Derek Rose (Kaw).

200: 1. Brice Edmonds (Kaw); 2. Mike Forro (Kaw); 3. A.J. Coleman (Kaw); 4. Brian Hadfield (Kaw).

250: 1. Jeff Randolph (Yam); 2. Chad Davis (Suz); 3. William Maynard (Yam); 4. Shawn McSparin (Yam).

400: 1. Lonnie Wadle (Yam); 2. L. Vanvalkenburg (Yam); 3. Dave Cunningham; 4. Brian Nelson (Yam); 5. John Beliel (Yam).

500 A: 1. Steven Charles (Hon); 2. Robert Lill (Hon); 3. Don Dawe (Hon); 4. Phill Greening (Hon); 5. Dan Tuttle (Hon).

500 B: 1. Randy Brady; 2. Jeff Randolph (H-D); 3. Steve Martineay; 4. Jaramia Becker (Rtx); 5. Dean Howard (Hon).

OPEN: 1. John Lowe (H-D); 2. Jason Wilke (Rtx); 3. Kip Kops (Rtx); 4. William Shupe (H-D); 5. Dan Crawford (Rtx).

PRO-AM: 1. Daniel Butler (Rtx); 2. Pat Buchanan (H-D); 3. L.J. Schaidt (Rtx); 4. Robert Knapp (H-D); 5. Doug O'Boyle (Rtx).

VET: 1. Eugene Copeland (Rtx); 2. Willie Berghuis (Rtx); 3. Mark Davidson (H-D); 4. Robert Lill (Hon).

SR: 1. John Zwerican (Hon); 2. Jim Bauerle (Hon); 3. Merlyn Wertz (Tri); 4. James Beck (W-R); 5. Mike Brown (Rtx).

COMBO: 1. Pat Buchanan (H-D); 2. Gordon Schopieray; 3. Eugene Copeland (Rtx); 4. Rick Gunby (H-D); 5. Paul Kops (ATK).

VINT: 1. William Maynard (Yam); 2. David Cunningham (Yam); 3. Charles Kidd (Yam).

DTX: 1. Chad Davis (Suz).

TWIN: 1. Kirk Wirick (Yam); 2. William Wertz (Tri); 3. Merlyn Wertz (Tri); 4. Jim Bauerle (Yam).

L/W SIDECAR: 1. Foust/Howard (Yam); 2. Sans/Charles (Hon).

H/W SIDECAR: 1. Propotnik/Bauman (Kaw); 2. Schneider/Schneider (Yam); 3. McKnight/McKnight (Tri); 4. Fryer/Cornell (Kaw); 5. Sans/Sasse (Hon).

Solis slaughters Adams Mini Road Race

By Dan Steele

RIVERSIDE, CA, MAY 2

Ben Solis went wire to wire in both heats at Adams Raceway to take the overall win in the Beginner Stock class and rider of the day honors at the AMRRA road race in Riverside.

Solis ripped from the line in the first heat race, followed by Ian Igercic and Xavier Fumat. As the riders approached the back straight Fumat went down, allowing the field to pass. As Solis and Igercic began to pull away, Shawn Igercic settled into the third spot. Fumat began passing riders, but could only move as high as sixth place before the checkered flag dropped. Solis took the win, followed by Ian Igercic and Shawn Igercic.

In the second heat race Solis again separated himself from the pack exiting turn one, leaving Shawn Igercic and Ian Igercic to battle for the second spot. By midrace Tetsuya Kosaka moved into the battle for the third spot. Shawn Igercic and Kosaka swapped lines and continued to draft each other down the straight, but it was Kosaka who held onto the third spot. Solis finished first with Ian Igercic taking second.

The first Beginner Modified heat race saw Mark Davenport flick his bike into turn one with Jorge Arroyo, Russel Lenz and Benjamin Segal in close tow. On lap number five, Lenz missed a shift exiting turn three and Segal was able to slip by. Segal continued to push hard and by lap six he passed Arroyo for the second spot. At the checkered flag it was Davenport taking the win with Segal second and Arroyo third.

In the second heat race of the Beginner Modified class, Davenport again got the holeshot followed closely by Segal and Arroyo. Again Davenport pulled away from the pack, leaving the rest of the field to battle for position. This race saw both Shawn Igercic and Bill Kim join the fight. Arroyo, Kim and Igercic fought it out for nine laps, but at the finish it was Davenport taking the win, with Arroyo in second and Kim with a strong third.

Results

BEG STK: 1. Ben Solis (Yam); 2. Ian Igercic (Yam); 3. Tetsuya Kosaka; 4. Shawn Igercic (Yam); 5. Xavier Fumat (Yam).

AM STK: 1. Patrick Murray (Yam); 2. Rick Sissum (Yam); 3. John Funahashi; 4. Billy Abadalu (Yam).

BEG MOD: 1. Mark Davenport (Yam); 2. Jorge Arroyo (Yam); 3. Benjamin Segal (Yam); 4. Bill Kim (Yam); 5. Shawn Igercic (Yam).

AM MOD: 1. Patrick Murray (Yam); 2. Tommy Crawford (Yam); 3. Nick Waters (Yam); 4. Rick Richards (Yam); 5. Patrick Murray (Yam).

F-4: 1. Curtis Fletcher (Hon); 2. Rick Sissum (Yam); 3. Ron West (Yam); 4. Greg Taylor (Yam); 5. Shawn Igercic (Yam).

Beyer blasts Henry ST

By Dave Hoenig
Photos by Flat Trak Fotos

HENRY, IL, MAY 1-2

Tote Gray Racing Association kicked off the flat track season with the traditional opener at the Marshall-Putnam County Fairgrounds half mile, and Suburan Harley-Davidson-sponsored Bret Beyer won the Expert share of the program in both days of competition.

Under the new AMA sanction system, Saturday's race was a Pro-Am event with over 150 entries.

Seventeen experts signed up along with 26 pro-ams. Hart Racing's Paul Morgan, riding his first race as a pro, was the runaway winner of the Pro-Am main.

Morgan, Chris Links and Lee Johnson won the three Pro-Am heats. Steve Gill topped the semi.

The three Expert heats fell to Chad Barth, Beyer, and Dave Hebb. Chris Schmulbach was victorious in the semi.

With the skies threatening to unload anytime, the professional mains were run first. Morgan used a high line around turn one to lead Scot Summers around the first circuit of the Pro-Am main. As the field thundered down the back straight, Lee Johnson slipped off the outside in a nasty-looking spill. The red flag greeted Morgan as he finished lap two.

Johnson's Rotax was stuffed into a wood pile and while a small army of helpers pulled it free, Johnson regrouped. When the green light flashed, Johnson was back in action.

Morgan's start wasn't as good, but once again he rode next to the hay bales and led the pack down the back straight. Links was set in second with Summers leading Johnson and Chris Boone. Morgan pulled to a large lead over Links as Summers faded into the pack. Johnson was third over Boone and Scott Shinn until the last lap, when Shinn unloaded hard in turn three. Gill moved into fifth ahead of Gary Stogsdill and Summers.

The Expert main also had to be red-flagged when Terry Vestal hooked handlebars with another rider midway down the backstraight. Ty Howard was left with no place to go and hit Vestal's bike at full speed. The force of the spill destroyed Howard's Rotax, but fortunately Howard only needed a ride back to the pits.

Wade Camlin repeated his holeshot and directly moved to the top of the track on his Honda. Another rim-rider, Beyer held down second over Hebb and Kurt Boehlke. Beyer slowly reeled Camlin in and moved around just past the halfway point. Hebb had his XR750 solidly in third. Boehlke held off the late challenge of Jim Sumner for fourth.

On Sunday, Morgan propelled his Rotax to the front of the Pro-Am main, only to have Brian Knippenberg blast by on lap two. Knippenberg held the point until the halfway mark, then Morgan retook the position. Knippenberg held on to a lonesome second. Gary Stogsdill moved passed Larry Schaidt for third.

Camlin had the starts wired all weekend and the start of the Expert main was no different. Coming off the outside pole, Camlin powered around the top of turn one to lead laps one and two. Starting lap three, Beyer shot his mount inside Camlin and took over. Camlin was now under attack from James Hart, and Hart quickly rode by. Time ran out on Hart, who was closing on Beyer. Camlin was a safe third over Tommy Colson and Dave Hebb.

Results

SAT

PRO-AM: 1. Paul Morgan III (Rtx); 2. Chris Links (Hon); 3. Lee Johnson (Rtx); 4. Chris Boone (Rtx); 5. Steve Gill (Rtx).

OPEN: 1. Paul Morgan (Yam); 2. Bill Berger (Hon); 3. Gene Atherton (Rtx); 4. Matt Auxier (Hon); 5. Matt George (Tri).

65: 1. John Spinelli (Hon); 2. Josh Toungett (Kaw); 3. Chris McDevitt (Hon); 4. Adam Jenkins (Kaw).

85 (12-15): 1. Randy Smith (Hon); 2. Bryan Shirley Jr. (Yam); 3. Jordan Knight (Suz).

EX: 1. Bret Byer (Rtx); 2. Wade Camlin (Rtx); 3. Dave Hebb (Hon); 4. Kurt Boehlke (H-D); 5. Jim Sumner (Rtx).

50: 1. Travis Kearns (M-M); 2. Jesse Janisch (Yam); 3. Darrien Carter (Yam); 4. Robert Pearson (Yam); 5. Jon Champlin (Yam).

85 (7-11): 1. Nicholas Williams (Kaw); 2. Steven Junge (Yam); 3. Josh Toungett (Yam); 4. Justin Filson (Kaw).

125: 1. Glen Schnabel Jr. (Kaw); 2. Bryan Bigelow (Yam); 3. Nic Gustin (Hon); 4. Brad Rosine (Hon); 5. Ben Knight (Yam).

250 (12-15): 1. Glen Schnabel Jr. (Hon); 2. Bryan Bigelow (Yam); 3. Curt Knitt (Kaw); 4. Patrick Towler (Hon); 5. Donald LaRue Jr. (Oss).

SR (30-39): 1. Dennis Williams (H-D); 2. Peter Barnosky (Rtx); 3. Charlie Roberts (Yam); 4. Bill LePage (KTM); 5. Rex Tassart (Hon).

VINT: 1. Dennis Williams (H-D); 2. Mike Tinkham (Tri); 3. Steve Captain (Nor); 4. Greg Quick (Tri); 5. Terry Adams (Hon).

200: 1. Glen Schnabel Jr.(Kaw); 2. John Lambrick (Kaw); 3. Mike Collier (Hon); 4. Jim Kidman (Hon); 5. Quint Eslinger (Kaw).

400: 1. Rick Bretel (Hon); 2. Donnie Steward (Suz); 3. John Harshburger (Yam); 4. Stephen Janisch (Hon); 5. Chris Janick (C-A).

SR 40+: 1. Clarence Rupnow (Rtx); 2. Donald Herring (Rtx); 3. Ronnie Atherton (Rtx); 4. Gary Brennan (Hon); 5. John Baker (Hon).

VINT HAND-SHIFT: 1. Kelly George (Ind); 2. Wade Camlin (Ind); 3. Ed George (Ind); 4. Steve Brinker (H-D); 5. Matthew George (Ind).

SUN

PRO-AM: 1. Paul Morgan (Rtx); 2. Brian Knippenberg (W-R); 3. Gary Stogsdill (Hon); 4. Larry Schaidt (Rtx); 5. Scot Summers (Hon).

883: 1. James Hart (H-D); 2. Roy Hart Jr. (H-D); 3. Ty Howard (H-D); 4. John Lambrick (H-D).

200: 1. Glen Schnabel Jr. (Kaw); 2. Quint Eslinger (Kaw); 3. Michael Collier (Hon); 4. John Lambrick (Kaw); 5. Steve Mason (Kaw).

400: 1. Rick Bretl (Hon); 2. Donnie Steward (Suz); 3. John Harshbarger (Yam); 4. Chris Janick (C-A); 5. Stephen Janisch (Hon).

EX: 1. Bret Beyer (H-D); 2. James Hart (W-R); 3. Wade Camlin (Hon); 4. Tommy Colson (Rtx); 5. Dave Hebb (H-D).

125: 1. Bryan Bigelow (Yam); 2. Joshua Knott (Suz); 3. Nick Gustin (Hon); 4. Brad Rosine (Hon); 5. Ray Davie (Suz).

250: 1. Glen Schanabel Jr. (Kaw); 2. Bryan Bigelow (Yam); 3. Curt Knitt (Kaw); 4. Bill Miller Jr. (Kaw); 5. Clarence Retter (Hon).

OPEN: 1. Bill Berger Jr. (Hon); 2. Paul Morgan III (Yam); 3. Gene Atherton (Rtx); 4. Mike Bartran (Hon); 5. Doug Scaggs (Rtx).

SR (30-39): 1. Dennis Williams (H-D); 2. Kenny Clary (Hon); 3. William Couvelis (H-D); 4. Scott Buchholz (Yam); 5. Bill LePage (KTM).

VINT: 1. Dennis Williams (H-D); 2. Mike Buchholz (Yam); 3. Norm Gruber (Tri); 4. Terry Adams (Hon); 5. Robert Adams (Yam).

SR 40+: 1. Clarence Rupnow (Rtx); 2. Ronnie Atherton (Rtx); 3. Gary Brennan (Rtx); 4. Jon Baker (Hon); 5. Les Eslinger (Suz).

Isaacs ices Santa Fe HS

By Phil Ellsworth

CARBONDALE, KS, APR. 25

John Isaacs led from start to finish to take the overall victory at the Kansas Motorcycle

Sportsman Association-sanctioned Hare Scramble at Santa Fe Trail Cycle Park.

Recent deluges reduced the amount of land available and the resultant three-mile course was a challenging mix of technical sections and mud holes. Isaacs headed the first line of experts into the first corner, tailed by Bruce Korbelik, Mike Kruger, Dave Haworth and Dave Jeffery after a couple of extra kicks. Isaacs had no problems sorting out the track and led all 11 laps, followed by Korbelik, Kruger, Jeffery, and Haworth. In contrast to the stagnation of the Expert class, there was a lot of action back in the pack.

Paul DiPasquale and Roger Ward swapped the Intermediate class lead several times until Ward ran out of gas. DiPasquale went on to sixth overall ahead of Steve Wichman, who survived a battle with Perry Keegan for the Open class honors.

The Plus-30 class riders were led off the line by Brian Mathys, who soon missed a corner and was passed by Greg Aytes and Phil Ellsworth. Mathys was dropped to fourth by Randy Smith and the order was unchanged until lap nine when Aytes fell on a short uphill and lost position while trying to relight his KTM. He reeled in the leader but was blocked by lappers and couldn't make the pass.

Results

EX: 1. John Isaacs (KTM); 2. Bruce Korbelik (ATK); 3. Mike Kruger (KTM); 4. Dave Jeffery (KTM); 5. David Haworth (KTM).

INT: 1. Paul DiPasquale (ATK); 2. Butch Taylor (Kaw); 3. Gene Ray (KTM); 4. Roger Ward (Yam).

125: 1. Craig Wettengel (Kaw); 2. Steve Peine (Kaw); 3. Skipman Cooper (Yam).

200: 1. Josh Emory (Hon); 2.Jason Fears (Kaw).

250: 1. Greg Nocktonick (Yam); 2. Jeff Boyer (KTM); 3. Can Bauer (KTM).

OPEN: 1. Steve Wichman (ATK); 2. Perry Keegan (KTM); 3. Darren Johnson (KTM); 4. Ron Nocktonick (KTM); 5. Roger Richards (KTM).

+30: 1. Phil Ellsworth (KTM); 2. Greg Aytes (KTM); 3. Randy Smith (Yam); 4. Brian Mathys (KTM); 5. Reg Wescott (ATK).

+40: 1. Dennis Patterson (KTM); 2. Eric Hansen (Hon); 3. Gary Russell (Kaw); 4. Wendell Geiger (ATK); 5. Chris Emory (Hon).

4-STRK: 1. Scott Oberman (Hon); 2. David Dains (Hon).

PRE-85: 1. Lee Hosman (Kaw); 2. Brian Samson (Hon).

105: 1. Eli Geiger (Kaw); 2. Jenny Ayers (Hon); 3. Cory Warren (Kaw); 4. Jacob Rose (Kaw).

Koons, Harrison score at Woodland Motocross

By Brian Barnes

WOODLAND, WA, APR. 18

Woodland Cycle Park's sandy soil suited Tacoma Yamaha-sponsored Brian Koons, who won both the competitive 250cc Junior class and the Up the Hill Junior division, while Enumclaw Yamaha-backed Chad Harrison bested a full gate in the 250cc Beginner class, with wins in both motos.

Washougal Motocross Park was actually hosting its first race of the season, but it was moved to Woodland due to heavy rains in the area all week.

Aurora Suzuki-sponsored Jason Baker was also a force to be reckoned with, taking a second-moto win over 31 riders in the 125cc Junior class to claim his overall. In moto one Everett Suzuki rider Travis Gage and Aurora Suzuki-backed Jeff Boe waged war for all five laps after getting by Sean English on the start. Gage passed Boe with just two laps remaining to score the win. Bow Baker, Derrick Jasper and Patrick Henry rounded out the top five.

In moto two Gage and Jasper got out front early, with Jasper's CR125 Honda taking over the lead on lap two, while Gage and Rocky Gilmore ran second and third. On lap three Baker had started his charge to the front of the pack, and while Jasper tried to hold him off, the last lap found Baker muscling his way past and securing the overall victory. Jasper was a close second with Gage third, Boe fourth and Greg Wall fifth in the moto.

The 250cc Junior class also had a big turnout, with Koons, Bruce Isaacs, Gage and Phil Johnson doing most of the battling in moto one. Koons looked great, leading Johnson across the line for the win, with Gage and Richie Sherman third and fourth, respectively. In moto two, Gage was the class of the field, moving up through the pack from a mediocre midpack start, and passing Koons two laps from the end to take the moto win and second overall. Koons played it safe for second in the moto, but scored the overall via his 1-2 tally.

In the 250cc Beginner class there was no match for Yamaha-mounted Chad Harrison, who led from start to finish in both motos. Harrison's main competition came in the form of Ron Selley, Calvin Whiting, Bill Palo and Scott Johnston, who rounded out the top five.

Results

P/W STK: 1. Andrew Elliott (Yam); 2. Jeremy McNeil (Yam); 3. Craig Ehnat (Yam).

P/W MOD: 1. Jeremy McNeil (Yam); 2. Craig Ehnat (Yam); 3. Collin Goodman (Yam).

60 (0-8): 1. Kiel Krogstadt (Kaw); 2. Levi Huffman (Kaw); 3. Jeremy McNeil (Hon).

60 (9-11): 1. Keith Ford (Kaw); 2. Doug Ask (Kaw); 3. Bradley Spangler (Kaw).

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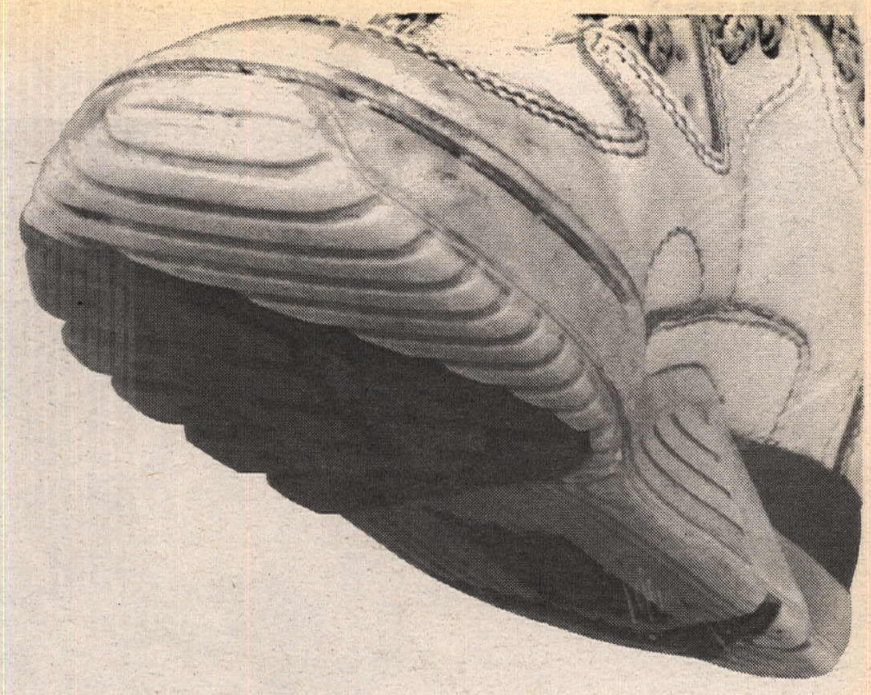

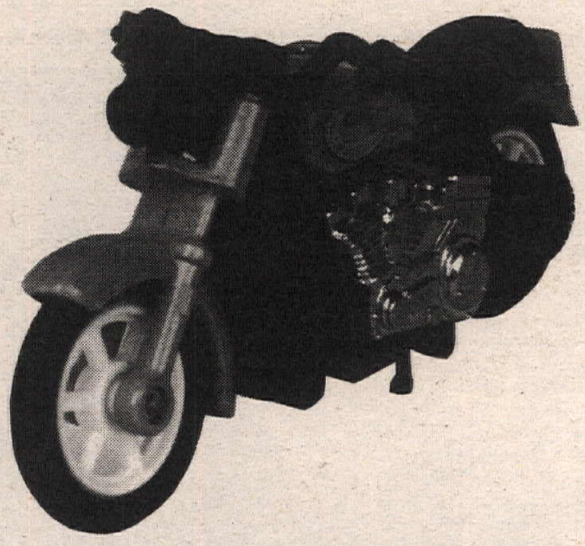

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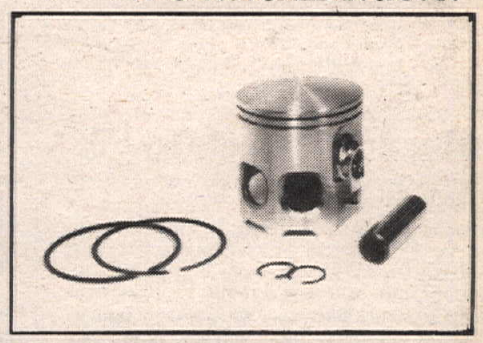

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Lowell Moural Jr. (187) banged bars with Joe Souza (17) at Cycleland Speedway MX.

Shane Merryman (48) topped Phil Libhart (1) for the Trail-Way ST 600cc A class win.

80 BEG: 1. Russell Chace (Suz); 2. Chris Church (Yam); 3. Ryan Lewis (Hon).

80 (4-11): 1. Denver Smyth (Hon); 2. Ronnie Peterson (Kaw); 3. Keith Ford (Kaw).

80 (12-13): 1. Mike Storm (Yam); 2. Jonathan Briscoe (Hon); 3. Jerame Armstrong (Kaw).

80 (14-16): 1. Paul Conner (Yam); 2. Nick Peterson (Yam); 3. Troy Douglas (Hon).

SPR/MINI: 1. Troy Douglas (Hon); 2. Jonathan Briscoe (Yam); 3. Nick Peterson (Yam).

125 PRO: 1. Michael Koehn (Kaw); 2. James Richardson (Hon); 3. Ryan Huffman (Kaw).

125 INT: 1. Tom Crews (Suz); 2. Jason Oliphant (Hon); 3. Matt Bleckov (Hon).

125 JR: 1. Jason Baker (Suz); 2. Travis Gage (Suz); 3. Derek Jasper (Hon).

125 BEG: 1. Richard Norton (Yam); 2. Raymond Amos (Suz); 3. Matt Moore (Suz).

250 BEG: 1. Chad Harrison (Yam); 2. Barry Selley (Kaw); 3. Calvin Whiting (Kaw).

250 JR: 1. Brian Koons (Yam); 2. Travis Gage (Suz); 3. Bruce Isaacs (Yam).

250 INT: 1. Jason Oliphant (Hon); 2. David Myers (Suz); 3. Tom Nelson (Hon).

250 PRO: 1. Ryan Huffman (Kaw); 2. David Bailey (Kaw); 3. Terry Hamness Jr. (Yam).

OPEN BEG: 1. Mark Lucke (Hon); 2. Mike Jacob (Hon); 3. Wes Hitchcock (Hon).

OPEN SPTMN: 1. Jerry Allen (Hon); 2. Steve Moeller (Hon); 3. Rod Cook (Hon).

BTH BEG: 1. Tom York (Hon); 2. John Vlient (Hon); 3. Jim Stein (Suz).

BTH SPTMN: 1. Joe Armott (Hon); 2. Jason Baker (Suz); 3. Wayne Nyblom (Hon).

UTH BEG: 1. Bill Palo (Hon); 2. Scott Johnston (Suz); 3. Brain Ralph (Hon).

UTH JR: 1. Brian Koons (Yam); 2. Jeff Boe (Suz); 3. Roger Gauthier (Hon).

VET BEG: 1. Mark Lucke (Hon); 2. Scott Mamlock (KTM); 3. Matthew Long (Hon).

VET INT: 1. Jeff Johnson (Kaw); 2. Martin Webberley (Kaw); 3. John Hodges (Hon).

VET PRO: 1. Rod Cook (Hon); 2. Dave Eakin (Hon).

O/T BEG: 1. Bud Green (Suz); 2. James English (Suz).

O/T JR: 1. Marvin Haglund (Hon).

O/T INT: 1. Dave Eakin (Hon); 2. Terry Hamness (Kaw); 3. Steve Jensen (Kaw).

Buchanan blasts Trail-Way ST

By Len Breech
Photos By Ben Breech

HANOVER, PA, MAY 1

Someone once said they'd rather be lucky than good, but Chuck Buchanan was a little of both at Trail-Way Speedway, topping the 600cc Pro and 250cc A classes.

Buchanan was good when he scored the win in the 600 race, and lucky when he threw a chain on the second start of the 250cc race, which had just been red-flagged due to a false start. A pair of young Experts took their first wins with Randy Shank topping the 750 division and Shane Merryman winning the 600cc A class.

On the third and final start, Buchanan jumped right in front of Shane Merryman, Paul Lynch and Steve Heiser. After a few laps, the order spread out, with Roy Miller battling Heiser for fourth to the end, and Heiser getting the nod.

The 600cc Pro race was very similar, as Buchanan jumped out in front of Rick Hawk, Mark Miller and Eddie Hidden. Hidden and Miller fought over third to the end, with Miller's unorthodox line keeping Hidden's faster machine at bay.

Shank topped the 750cc class on his Lancaster H-D-sponsored Harley, while Shane Merryman finally managed to keep the rubber side down for the entire night, taking the 600cc A class victory. Shank and Nick Taylor jumped in front of Joe Gately and John Winsett Sr. and continued their heat race battle for the lead, with Shank taking the lead from the veteran Taylor on about the fourth lap. Two laps from the end, Taylor slid out, giving Shank the win.

Like in the 250cc A class, the 600cc A division also took three starts to get it right. Once underway, Merryman quickly jumped out in front of Phil Libhart, Gary Clark and Lowell Wherley and left the others behind.

The little guys had some very close races, as Scott Morrison jumped in front of Corey Hormes, Jimmy Owens and Bill Stillwell at the start of the 65cc final. Hormes stayed close until he fell in the fourth turn, two laps from the end. Hormes came back later and took the win in the 55cc class final, taking the lead from Jared Mees on the second lap. Mees lost second to Adam Gamble on the fifth lap as they were negotiating lapped traffic.

John Winsett Jr. grabbed the lead from Tom Skethway, Donald Mullen and Joe Zydinsky as the 85cc bikes began their final. Winsett seized his bike while in control, with less than two laps to go. Mullen challenged Skethway for the lead in the closing laps, but came up short. Winsett later came back and easily won the 250cc B class over Mike McKee, Ed Hyde and Bobby Bills.

Skethway had earlier led the 200cc class, with Mike McKee, Keith Fitzgerald and Nathan Davis behind. After three laps of trying, McKee took the lead for good. While Davis ran a lonely race for third, Tim Russell moved up to battle Fitzgerald and Mike Chalfant for fourth for the entire race.

After dropping out of the 600cc B heat race with no brakes, Ricky Hess grabbed the lead from Ted Trey, Andy Derr and Mike Thomas at the start of the final. While Hess was putting some distance on the field, Derr took over second on the third lap, but Trey retook it with two laps left.

Results

55: 1. Corey Hormes (M-M); 2. Adam Gamble (M-M); 3. Jared Mees (Yam); 4. Cody Wenger (Suz); 5. Robbie Reynolds (Yam).

65: 1. Scott Morrison (Kaw); 2. Bill Stillwell (Kaw); 3. Corey Hormes (Kaw); 4. Jimmy Owens (Hon); 5. Robbie Reynolds (Kaw).

85: 1. Tom Skethway (Hon); 2. Donald Mullen (Yam); 3. Joe Zydinsky (Hon); 4. Will Russell (Kaw); 5. Bill Stillwell (Suz).

200: 1. Mike McKee (Kaw); 2. Tom Skethway (Hon); 3. Nathan Davis (Cag); 4. Keith Fitzgerald (Yam); 5. Mike Chalfant (Yam).

250 B: 1. John Winsett Jr. (Yam); 2. Mike McKee (Suz); 3. Ed Hyde (Yam); 4. Bobby Bills (Suz); 5. Rusty Eves (Yam).

250 A: 1. Chuck Buchanan (Yam); 2. Shane Merryman (Yam); 3. Paul Lynch (Hon); 4. Steve Heiser (Kaw); 5. Roy Miller (Cag).

600 A: 1. Shane Merryman (Rtx); 2. Phil Libhart (Rtx); 3. Gary Clark (Rtx); 4. Lowell Wherley (Rtx); 5. Rick Hawk (Yam).

600 B: 1. Ricky Hess (Rtx); 2. Ted Trey (Yam); 3. Andy Derr (Yam); 4. Mike Thomas (Yam); 5. Mike Watcher (Yam).

600 PRO: 1. Chuck Buchanan (Rtx); 2. Rick Hawk (Yam); 3. Mark Miller (Hon); 4. Eddie Hidden (Rtx).

750 A: 1. Randy Shank (H-D); 2. Joe Gately (Tri); 3. John Winsett Sr. (H-D); 4. Nick Taylor (Yam).

SR: 1. Warren Diem (Hon); 2. Mark Miller (Hon); 3. Lowell Wherley (Rtx); 4. Joe Winsett Sr. (Rtx).

Nobles nabs Cycleland Supercross win

By Michael Rich

CHICO, CA, MAY 7

In the first race of the Summer Series, Yamaha-mounted Tim Nobles came out on top of the 250cc/Open class main in the new supercross-style format at Chico's Cycleland Speedway.

The new format had all 250cc and Open-class riders divided into three heats, with the top finishers in each heat going directly to the main. The remaining riders were sent to a single semi where they too would attempt to qualify. Heat winners Aaron Lewis, Tim Nobles and Lowell Moural Jr. got the first pick on the starting line for the main.

As the gate dropped on the main, Moural powered into the lead through the whoops with Lance Burgess, Aaron Lewis and Tim Nobles in close pursuit. Lewis wasted no time in making his way past Burgess and his four-stroke Husquvarna in the whoops. Within two turns, Nobles had also made his way past the four-stroke rider. Once into third, Nobles set Lewis up and blasted past on the back straight. By this time, however, Moural had checked out and was gone. Moural demonstrated his complete mastery of the track by lapping half the field by midrace. At that point, the race became interesting. As Moural was about to lap Burgess in fourth place, his Honda gave up the ghost and went dead. This allowed Nobles to take over the lead, followed by Lewis and Burgess. With Moural out, Lewis saw his chance for glory and started to charge after Nobles. Lewis, however, got too excited, blew over one of the huge berms and somersaulted out of control into the pits. When he re-emerged onto the track his handlebars had rotated down against his gas tank. Unable to clear any of the numerous doubles and table-tops, he was an easy target for Burgess, who took over second a lap later. In short order the rest of the field went past Lewis and he was forced to retire from the race. At the finish, a surprised Nobles took the win ahead of Burgess and Joe Souza.

The Mini main turned into a runaway by Suzuki-mounted Jeff Northrop, who did double duty by winning one of the 125cc heats and riding the 125cc main on his 80. Northrop jetted away from the rest of the mini pack on the first lap and was never challenged again. Mike Morgan, who had taken second as the pack rounded the first turn, was soon under attack from Dustin Endicott. On the second lap, Endicott held the gas on longer in the whoops and took over second place. In an attempt to keep pace with Endicott, Morgan overcooked one of the many hairpins and stalled his engine. This allowed Dustin Howarth and Nikki Harris to pass him. Northrop rolled across the line with the easy win. Endicott took second, followed by Howarth.

Results

P/W: 1. Brandon Boyd (Yam); 2. Dylan Smith (Yam); 3. Brandon Corchero (Yam).

60: 1. Mike Northrop (Kaw); 2. Chris McAvoy (Kaw); 3. Eric Nye (Kaw).

MINI INT: 1. Jeff Plorthrop (Suz).

MINI JR: 1. Nikki Harris (Yam).

MINI NOV: 1. Dustin Endicott (Suz); 2. Dustin Howarth (Kaw); 3. Mike Morgan (Hon).

125 INT: 1. Danny Rutherford (Hon).

125 JR: 1. Jerry Harvey (Yam); 2. Mark Cooper (Hon).

125 NOV: 1. Mike Bennett (Suz); 2. Jeff Northrop (Suz).

250 JR: 1. Joe Souza (Yam); 2. Mark Dufourmy (Kaw).

250 INT: 1. Rich Boleman (Yam); 2. Colin Moakley (Yam).

PRO: 1. Tim Nobles (Yam); 2. Lance Burgess (Hus).

McCormick, Transue master Washougal Motocross

By Brian Barnes

WASHOUGAL, WA, MAY 2

Washougal Motocross Park hosted round five of the CMC Goldstar Series under absolute perfect conditions after nearly three weeks of rain, and Jason McCormick and Forrest Transue were among the standouts in the 250 rider field, posting wins in the 125cc Pro and 125cc Intermediate classes, respectively.

Although only four riders did battle in both the 125 and 250cc Pro classes, there was some great racing during all four motos.

In the combinded 125cc Pro/Intermediate-class first moto, Grayson Hart led intermediate riders Johnny Williams, Tom Crews and David Meyers on the start, while six riders, including JT Racing-sponsored McCormick and Team Green rider Ryan Huffman, found themselves on the ground and nearly a half lap behind. Hart was riding flawlessly up front with Transue, the intermediate leader, in tow, but Huffman and McCormick were both slicing their way through the field to run in the top eight by the halfway point. Huffman took a fall coming into the whoops on the next lap, ending his charge. McCormick continued his charge and on the last of nine laps, passed Transue and then Hart through the whoops to take a great win. Hart was second after his strong ride, while Transue was third across the line to take the intermediate win, followed by Williams, Eric Graves and Jason Oliphant.

In moto two it was McCormick all the way in the pro group over Hart and Ulven. Transue was forced to play catchup this time after a bad start left him at the back of the pack. Transue rode a flawless race, slicing his way past 10 riders to take another big win with Crews, Graves, Oliphant and Williams following him home.

In the 250cc Pro class McCormick used a next-to-last-lap pass on Huffman to win the first moto, and then in moto two got Hart on the last lap to take another well-deserved win. Hillsboro Honda's Transue also looked great again, although Michael York rode two outstanding races for second overall behind Transue. Tim Holas/David Meyers and Danny Villopoto were third through fifth.

Results

P/W STK: 1. Andrew Elliott (Yam); 2. Jeremy McNeil (Yam); 3. John Thompson (Yam).

P/W MOD: 1. Tyler Fick (Yam); 2. Jeremy McNeil (Yam); 3. Craig Ehnat (Yam).

60 (0-8): 1. Tyler Fick (Kaw); 2. Andrew Elliott; 3. Kiel Krogstadt (Kaw).

60 (9-11): 1. Gregory Blackwell (Kaw); 2. Kelvin Thompson (Kaw); 3. Doug Ask (Kaw).

80 BEG: 1. Kelvin Schoen (Hon); 2. Chris Church (Suz); 3. Doug Ask (Kaw).

80 (14-16): 1. Nick Peterson (Yam); 2. Paul Conner (Yam); 3. Tom York (Yam).

SPR/MINI: 1. Nick Peterson (Yam); 2. Jeramie Armstrong (Kaw); 3. Troy Douglass (Yam).

125 BEG: 1. Richard Norton (Yam); 2. Raymond Amos (Suz); 3. Matt Moore (Suz).

125 JR: 1. Ryan Terlecki (Hon); 2. Jeff Boe (Suz); 3. Patrick Henry (Kaw).

125 INT: 1. Forrest Transue (Hon); 2. Tom Crews (Suz); 3. Eric Graves (Hon).

125 PRO: 1. Jason McCormick (Suz); 2. Grayson Hart (Hon); 3. Dan Ulven (Hon).

250 BEG: 1. Greg Widen (Kaw); 2. Steven Graves (Kaw); 3. Gary Smith (Hon).

250 INT: 1. Forrest Transue (Hon); 2. Michael York (Hon); 3. Tim Holas (Suz).

OPEN BEG: 1. Mark Lucke (Hon); 2. Mike Jacob (Hon); 3. Gary Howard (Hon).

BTH BEG: 1. Matt Moore (Suz); 2. Tye Crandall (Hon); 3. Jim Stein (Suz).

BTH SPTMN: 1. Tom Crews (Suz); 2. Ryan Terlecki (Hon); 3. Joe Arnott (Hon).

UTH BEG: 1. Gregory Starr (Suz); 2. Nels Olsen (Kaw); 3. Scott Graf (Yam).

UTH INT: 1. Todd Hinders (Kaw); 2. Doug Gravelle (Kaw).

UTH JR: 1. Jimmy LaPlante (Hon); 2. Jeff Boe (Suz); 3. Roger Gauthier (Hon).

VET BEG: 1. Mark Lucke (Hon); 2. Gary Carter (Yam); 3. Scott Mamlock (KTM).

VET JR: 1. Bruce Isaacs (Yam); 2. Tim Gates (Hon); 3. Lenny Schwab (Kaw).

VET INT: 1. Danny Villopoto (Hon); 2. Jerry Wilson (Hon); 3. Michael Whalen (Yam).

VET PRO: 1. Reid Goldman (Hon); 2. Mike Chase (Hon); 3. Keith Foidel (Yam).

O/T BEG: 1. James English (Suz); 2. Jeff Yaw (Yam).

O/T JR: 1. Marvin Hoglund (Hon).

WMN: 1. Emily Norton (Yam).

Ulrich cashes in at Las Vegas Road Race

By Al Lyons

LAS VEGAS, NV, MAY 9

The California Mini Road Race Association meet at Las Vegas Speedway saw riders from California and Arizona battling it out on the long - for mini road racing - 1.6-mile track. Racing eight laps on a lengthy track aboard a stock Yamaha YSR50 is no easy feat, but Californian Chris Ulrich pulled off the win in the Beginner Stock class over John Bottcher of Arizona.

Bottcher pulled a big holehot at the start of the Beginner Stock race, and he was followed off

the line by Ulrich and Mike Porter. Bottcher held the lead and appeared headed for the win until Ulrich rapidly closed the gap on lap five. On the following lap, Ulrich was within striking distance for the number one spot. Feeling the pressure on the last lap, Bottcher misjudged a turn and crashed, giving Ulrich the lead which he held until the checkered flag.

Ulrich grabbed the holeshot in the Beginner Modified class on his stock YSR, followed by Coastline Cycle & ATV-sponsored Chris Pitts and Tom Faulkner. Pitts took over the lead on the first lap but was pressured throughout the race by Ulrich. Pitts held off Ulrich and took the win with Faulkner taking third.

Results

BEG STK: 1. Chris Ulrich (Yam); 2. John Bottcher (Yam); 3. Michael Porter (Yam); 4. Chris Letso (Yam).

BEG MOD: 1. Chris Pitts (Yam); 2. Chris Ulrich (Yam); 3. Tom Faulkner (Yam).

AM STK: 1. John Hopkins (Yam); 2. Sherri Lyons (Yam).

AM MOD: 1. Gary Truex (Hon); 2. Sherri Lyons (Yam); 3. John Hopkins (Yam); 4. Greg Hall (Hon).

Gregg grabs LACR MX win

By Scott Hoffman

PALMDALE, CA, APR. 25

Josh Gregg rode smooth and consistent to take the win in the 80cc Beginner class during California Racing Club's motocross held at Los Angeles County Raceway.

The first moto action saw Jason Webb slingshot into the lead with Gregg and George LaMonte trailing close behind. Webb quickly started to pull some time on the pack. Before Webb had time to enjoy his lead, he cased it over a set of triple jumps and lost the lead to Gregg. Webb held onto the second spot after his near crash. Ryan Dubek made a move on the third place rider, LaMonte, and made it stick.

By the third lap Gregg started to pull a comfortable lead on the second- and third-place riders. The battle for the second spot started to heat up. Dubek was hot on the trail of Webb, using the entire track to make a move. On the fourth lap Dubek tried to make his move but almost flew off the track. He quickly gathered his composure to reel in Webb again. Webb was riding a strong race, but Dubek was knocking at his door once again. Webb got a break during the closing laps when Dubek was caught in lappers. Gregg was across the line first with Webb and Debek following.

In moto two the tables were turned for the first-moto winner Gregg. LaMount grabbed the holeshot with Jason Dubin in the second spot. Gregg was in the fourth spot after the first lap. Webb went down in the first tum and would not be a threat to the leaders.

Dubin stole the lead from LaMonte in the second lap. In the same lap Dubek also dropped LaMonte back a position to take second. With Webb out of the race for the overall, Gregg had to secure the win by placing third or better. Gregg pulled in LaMonte to grab the third position. Dubek tried to make a move on the leader during the closing lap, but time had run out to grab the overall. Dublin took the checkered flag with a disappointed Dubek in second and Gregg in third.

Results

P/W A: 1. Scott Howe (Yam); 2. Shane Smith; 3. Blake Mitchell (Yam).

P/W B-1: 1. Anthony Barbacovi (Yam); 2. Brad Howe (Yam); 3. Caleb Gosselaar (Yam); 4. Eric Hunter (Yam).

P/W B-2: 1. Troy Tittlemier (Yam); 2. Travis M. Barden (Yam); 3. Brett Mountain (Yam); 4. Tim McDaniel (Yam).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Shane Smith (Kaw); 3. Blake Mitchell (Kaw).

60 (9-11): 1. Todd Gosselaar (Kaw); 2. Shane Mitchell (Kaw); 3. Eric Durrer (Kaw); 4. John Grover (Kaw); 5. Kit Kunath (Kaw).

90 BEG: 1. Josh Gregg (Suz); 2. Jason Dubin (Suz); 3. Ryan Dubek (Yam); 4. George D. LaMonte (Hon); 5. Jeff Peavler (Yam).

80 NOV: 1. Christopher Gosselaar (Kaw); 2. Michael Rowland (Hon); 3. Clint Shepard (Suz); 4. Levi Reid (Yam); 5. Bob Arens (Hon).

80 (9-11): 1. Tyson Tittlemier (Suz); 2. Donnie Durrer (Kaw).

80 INT: 1. Chris Nietzel (Kaw).

80 ADULT MINI: 1. Mike Odom (Suz).

125 BEG: 1. Jared Spencer (Yam); 2. Dennis Woodard (Kaw); 3. Chuck Kinsey (Kaw); 4. David Moreno; 5. Cole Townsend (Kaw).

125 NOV: 1. Mike Crosby (Kaw); 2. Scott Reed Jr. (Kaw); 3. Ken Reed (Kaw); 4. Kevin Jackson (Hon); 5. Scott Minster (Suz).

125 INT: 1. Nick Mairose (Kaw); 2. Loren Jenkins (Hon).

125 PRO: 1. Shane Trittler (Suz); 2. Mark Easley (Yam); 3. Tiger Garcia (Hon).

250 BEG: 1. Kurt Keller (Yam); 2. Andy Payne (Kaw); 3. Ed Hartman (Suz); 4. Ray Harp (Kaw); 5. Dave Pryzgoda (Hon).

250 NOV: 1. Brett Former (Hon); 2. Mike A. Gallegos (Hon); 3. David Martinez (Kaw); 4. John Dean (Suz).

250 INT: 1. Karl Lindstrom (Hon); 2. Owen Dickson (Kaw); 3. Erik Lindstrom (Hon); 4. Robbie Dunham (Yam).

500 BEG: 1. John McMartin (Yam).

500 NOV: 1. Charlie Strong (Kaw); 2. Scott Curtis (Hon).

500 PRO: 1. Rich Truchinski (Hon).

JR VET BEG: 1. John Stich (Kaw); 2. Lee Saul (Hus); 3. Scott T. Kuntz (Yam).

JR VET NOV: 1. Scott Hoffhian (Yam); 2. Malcolm Solley (Kaw); 3. Joey T. Dzakek (Suz); 4. John Jefferies (Hon).

JR VET INT: 1. Scott A. Murphy (Hus); 2. Jeff Hall (Suz).

JR VET EX: 1. Brad McLeod (Hon); 2. Jeff Barbacovi (Yam); 3. Scotty Walker (Kaw).

VET BEG: 1. David Dubin (Suz); 2. Jon Hall (Suz); 3. Jim E. Dell (Hon); 4. Ruthann Renaux (Suz); 5. James Jolley (Hon).

VET NOV: 1. Leo Saul (Cag); 2. Steve Schrobsdorf (Yam); 3. Alex Spinelli (Yam); 4. Joseph Billings (Hon); 5. Dan Bernardino (Suz).

VET INT: 1. Scott Curtis (Hon); 2. Rodney Morrison; 3. Charlie Strong; 4. Karl Allen (Hon).

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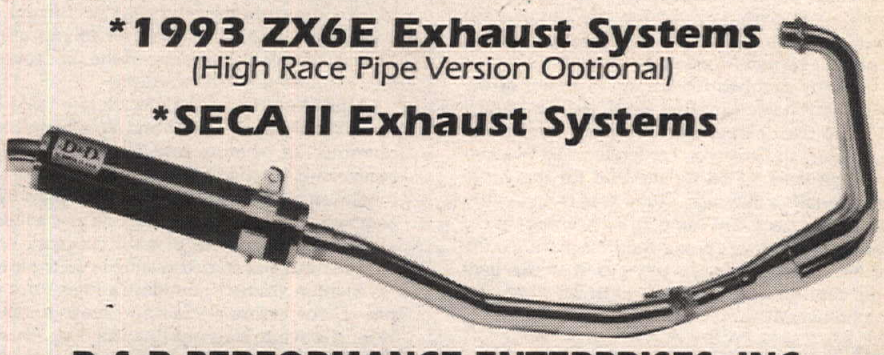

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EVENTS

LACR MX action saw a heated battle between Brett Fox (53) and Abie Lara Jr. (71).

Don Leib (99), Steve Piatonni (193) and David Lynch (131) diced at Perris MX.

VET EX: 1. Brad McLeod (Hon); 2. Scotty Walker; 3. Ken Neitzel (Kaw).

SR BEG: 1. Larry Kirsch (Hon).

SR NOV: 1. Charles Howell (Yam); 2. Michael R. Bumett (Suz).

SR INT: 1. Ken Renaux (Hon); 2. David W. Neal (Yam).

SIDECAR: 1. Ken McIntyre/Ketcham Pass (Hon); 2. Ed Hall/Brady Budd (Hon); 3. Jeff Andors/Paul Stimson (Hon); 4. Bruce Anderson/Carl Fischer (ATK); 5. Mike Bums/Pat Holmes (Hon).

Morrison motors to LACR Motocross win

By Greg Robertson

PALMDALE, CA, MAY 7

Suzuki RM250-mounted Rodney Morrison split moto wins with John Langhammer to earn the overall victory in the Vet Intermediate class at California Racing Club's Friday night motocross, held at Los Angeles County Raceway.

Mark Prince used the ground-shaking power of his big four-stroke Husqvarna to lead the pack down the long start straight in moto one. Morrison and Craig Conaway pushed Prince back to third after the first lap and started to pull away. Langhammer was flying after a bad start and also got around Prince at the halfway point and started closing in on the two front-runners.

It became a three-rider battle for the win with a lap remaining. Conaway was breathing all over Morrison while Langhammer was only a bike length behind, waiting for either of them to make a mistake. Morrison had an easier time getting around lapped riders and took the win over Conaway, who just nudged out Langhammer at the flag.

Prince again hooked up best in the sand and was out front for a lap in the second moto before Morrison shot past. Langhammer got a better start and quickly reeled in Morrison. The expected battle never materialized, and Langhammer wasted no time in passing Morrison and pulling away to take the moto win. Conaway came through the pack to pressure Morrison all the way to the finish, but Morrison fought back to finish second and take the overall honors.

Simi Valley Kawasaki-sponsored Mike Crosby pulled the first 125cc Novice moto holeshot with Josh Jenkins and Shad Murphy in tow. Jenkins challenged Crosby for the lead numerous times before taking a soil sample and dropping to sixth. Murphy inherited second but couldn't close on Crosby and finished in that spot with Adrian Leon taking third.

Crosby grabbed his second holeshot of the evening, followed by Ken Reed and Karl Huey in moto two. Huey overtook Reed after a lap and closed to Crosby's rear fender. The two riders went head-to-toe for the lead for the entire second half of the race. Huey was trying every line on the track, but came up inches short at the finish. Crosby took home the first-place trophy for his efforts, while Murphy put in an excellent ride, coming from the back to finish third and second overall.

Results

P/W A: 1. Sean Collier (Yam); 2. Chris Nihan; 3. Jacob Gosselaar (Yam).

P/W B-1: 1. Ricky West (Yam); 2. Blake Margheim (Yam).

P/W B-2: 1. Billy Bloom (Yam); 2. Carl Uhl (Yam); 3. Tim McDaniel (Yam); 4. Brett Mountain (Yam).

P/W MOD: 1. Sean Collier (Yam); 2. Chris Nihan; 3. Jerry Martinez (Yam).

60 (0-8): 1. Tim Buntin (Kaw); 2. Shane Smith (Kaw); 3. Gerard Patin Jr. (Kaw).

60 (9-11): 1. Christopher Gosselaar (Kaw); 2. Christopher Tocco; 3. Todd Gossellaar (Kaw); 4. Jay Bonanno (Kaw); 5. Eric Durrer (Kaw).

80 (9-11): 1. Donnie Durrer (Yam); 2. Johner Faulkner (Yam); 3. Kale Noble (Kaw); 4. Ray Cassaday (Kaw).

MINI BEG: 1. Christopher Tocco; 2. George LaMonte (Hon); 3. Dustin Bunce (Kaw); 4. Travis Smith (Hon); 5. Devin Seeger (Yam).

MINI NOV: 1. Clint Shepard (Suz); 2. Christopher Gosselaar (Kaw); 3. Ito Posca (Yam).

MINI INT: 1. Chris Blanton (Yam); 2. Michael Young (Suz).

125 BEG: 1. Chris Blanton (Yam); 2. Matt Tittlemier (Yam); 3. Ryan Walsh (Hon); 4. Brit Jackson (Kaw); 5. Mark Libardoni (Kaw).

125 NOV: 1. Mike Crosby (Kaw); 2. Shad Murphy (Suz); 3. Karl Huey (Hon); 4. Adrian Leon (Kaw); 5. Ken Reed (Kaw).

125 INT: 1. Jeff Willoh (Kaw); 2. Chris Allen (Suz); 3. Colin Couto (Hon); 4. Jim Buntin (Suz); 5. Nick Malrose (Kaw).

125 PRO: 1. Tim Telford (Suz).

250 BEG: 1. Michael Lucas (Kaw); 2. Brett Fox (Hon); 3. Dave Pregoda (Kaw); 4. David Huerta (Hon); 5. Able Lara Jr. (Hon).

250 NOV: 1. Mike Gallegos (Hon); 2. Bobby Hall (Suz); 3. Bob Wood (Kaw); 4. John Dean (Suz).

250 INT: 1. Karl Lindstrom (Hon); 2. Joe Lozano (Hon); 3. Jason Trubey (Kaw); 4. Robbie Dunham (Yam).

250 PRO: 1. Ryan Carlisle (Kaw); 2. Joel Tokarsky (Hon); 3. Jimmy Lavorci (Suz).

500 BEG: 1. Ken Busse (Hon).

500 NOV: 1. Dal Trubey (Kaw).

JR VET BEG: 1. Mike Licitra (Kaw); 2. Brian White (Hon); 3. Nic Rositani (Hon); 4. Scot Pemberton (Yam); 5. Chris Williams (Hon).

JR VET NOV: 1. Steve Corteville (Yam); 2. Daniel Cleveland (Suz); 3. Bryan Robert (Hon); 4. Steve Schrobsdorf (Yam); 5. Andrew GAiger (Hon).

JR VET INT: 1. Jeff Hall (Suz).

VET BEG: 1. Dean Lane (Yam); 2. Mark McCulloch (Kaw); 3. Jim Blankenship (Kaw); 4. Joe Popp (Hon); 5. Mike Neminski (Hon).

VET NOV: 1. Bill Kolkman (Yam); 2. Steve Williams (KTM); 3. Curt James (Yam); 4. Dave Mullen (Hon); 5. Steve Schrobsdorf (Yam).

VET INT: 1. Rodney Morrison (Suz); 2. John Langhammer (Kaw); 3. Craig Canaway (Yam); 4. Bob Shimp (Suz); 5. Mark Prince (Hus).

VET EX: 1. Randy Tittlemeir (Suz).

VET PRO: 1. Richard Bunch (Yam).

SR BEG: 1. Larry Kirsch (Hon); 2. Bill Weltman (Hon).

SR NOV: 1. Dal Trubey (Kaw).

SR INT: 1. Bob Dunham (Yam).

Libradoni lassos LACR Motocross win

By Greg Robertson

PALMDALE CA, APRIL 30

Close to 200 riders were greeted with ideal track and weather conditions as California Racing Club kicked off its third season of Friday night motocross racing at Los Angeles County Raceway, and these conditions appeared to suit Mark Libradoni perfectly, as he turned two good starts into moto victories to capture the 125cc Beginner class honors in the first round of the Hot Summer Nights Series.

Libradoni timed the gate perfectly to lead Ryan Walsh, Brit Jackson and Wes Faria on the opening lap of moto one. Chris Blanton was recovering from an eighth-place start and had overtaken both Jackson and Faria for third by the completion of lap two. Libradoni's lead suddenly seemed in jeopardy as Blanton relegated Walsh back to third and started closing in on the leader.

Blanton studied Libradoni's lines for a couple of laps before deciding to make his move. With the white flag out, Blanton was showing the leader his front wheel in nearly every turn. Libradoni did an excellent job of taking all the inside lines, and was able to hold off Blanton by only 10 feet at the checkered flag. Faria won a close-fought battle with Jackson for third.

Jackson holeshot moto two and stayed out front for a lap before both Libradoni and Blanton shot past to continue their first-moto duel. As in moto one, Blanton was all over Libradoni's rear fender, hoping to find a way around. They diced until the final lap when Blanton slid out only three turns from the finish and handed Libradoni the win. Jackson also benefitted from Blanton's error and came across to finish in second and second overall. Blanton ended up taking fourth behind Walsh to earn a third-place trophy.

KSV/PPS/Sinisalo/Pro Circuit-sponsored Steven Kotajarvi collected the cash in the 250cc Pro class. Jimmy Lavorci, Kelly Pugmire and Joel Tokarsky did their best impression of a high-speed freight train, but couldn't get around Kotajarvi and had to settle for second, third and fourth places, respectively, in both races.

Pee Wee Modified class winner Sean Collier did his best impression of Kotajarvi by leading both of his races from the first turn to the checkered flag. Collier won both motos by comfortable 15-second margins. Chris Nihan and Blake Mitchell went at it for the runner-up position every lap with Nihan coming out on top by mere feet each time.

Results

P/W B-1: 1. Caleb Gossalaar (Yam); 2. Tim Burtin (Yam); 3. Brad Howe (Yam); 4. Blake Marghem (Yam); 5. Chris Epper.

P/W B-2: 1. Brett Mountain (Yam); 2. Billy Bloom (Yam); 3. Lil McDaniel (Yam); 4. Justin Kalnas (Yam).

P/W A: 1. Scott Howe (Yam); 2. Shane Smith; 3. Chris Nihan; 4. Sean Collier (Yam); 5. Blake Mitchell (Yam).

P/W MOD: 1. Sean Collier (Yam); 2. Chris Nihan; 3. Blake Mitchell (Yam).

60 (0-8): 1. Dylan Lord (Kaw); 2 Daryl Ecklund (Kaw); 3. Shane Smith (Kaw); 4. Blake Mitchell (Kaw); 5. Ryan Couse (Kaw).

60 (9-11): 1. Jonathan Shimp (Kaw); 2. Christopher Gosselaar (Kaw); 3. Christopher Tocco; 4. Todd Gosselaar (Kaw); 5. Shane Mitchell (Kaw).

80 (9-11): 1. Johner Faulkner; 2. Kale Noble (Kaw); 3. Tyson Tittlemier (Suz); 4. Donnie Durrer (Yam); 5. Ray Cassaday (Suz).

MINI BEG: 1. Josh Gregg (Suz); 2. Dustin Courtney (Suz); 3. Shaun Mitchell (Kaw); 4. Dusty Bunce (Kaw); 5. George LaMonte (Hon).

MINI NOV: 1. Christopher Gosselaar (Kaw); 2. Andreu Labrador (Suz); 3. Noah Adams (Yam); 4. Clint Shepard (Suz); 5. Mike Collier (Kaw).

MINI INT: 1. Chris Blanton (Yam); 2. Robby Couse (Kaw); 3. Michael Grant Young (Suz).

125 BEG: 1. Mark Libardoni (Kaw); 2. Brit Jackson (Kaw); 3. Chris Blanton (Yam); 4. Ryan Walsh (Hon); 5. Wes Faria (Hon).

125 NOV: 1. Joe O'Hara (Hon); 2. Paul Gilmartin (Kaw); 3. Karl Huey (Hon); 4. Josh Jenkins (Yam).

125 INT: 1. Chris Allen (Suz); 2. Jeff Willoh (Kaw); 3. Colin Couto (Hon); 4. Jim Buntin (Suz); 5. Nick Marose (Kaw).

125 PRO: 1. Troy Welty (Suz); 2. Tony Sulek (Kaw); 3. Jimmy Lavorci (Suz).

250 BEG: 1. Michael Lucas (Kaw); 2. Shannon Hudson (ATK); 3. Brian Shaleen (Yam); 4. Brett Fox (Hon); 5. Fred Steele (Kaw).

250 NOV: 1. Mike Gallegos (Hon); 2. Bobby Hall (Suz); 3. Thomas McLaughlin (Hon); 4. Tom Hendricks (Yam); 5. Ryan Pursley (Kaw).

250 INT: 1. Jeff Willoh (Kaw); 2. Karl Lindstorm (Hon); 3. Erik Lindstrom (Hon); 4. Roy Bremenour (Kaw); 5. Joe Lozano (Hon).

250 PRO: 1. Steven Kotajarui (Kaw); 2. Jimmy Lavorci (Suz); 3. Kelly Pugmire (Hon); 4. Joel Tokarsky (Hon).

500 BEG: 1. Mark McCulloch (Kaw).

500 NOV: 1. Mike Crowin (Hon).

JR VET BEG: 1. Mike Licitra (Kaw); 2. Brian White (Hon); 3. Tom Ficke (Hon); 4. John Stitch (Kaw); 5. Scott Pemberton (Yam).

JR VET NOV: 1. Achi Sahar (Yam); 2. Daniel Cleveland (Suz); 3. Jeff Finch (Suz); 4. Steve Corteville (Yam); 5. John Valko (Hon).

JR VET INT: 1. Malcolm Solley (Kaw).

VET BEG: 1. Mark McCulloh (Kaw); 2. Dave Mullen (Hon); 3. Brian Farner (Kaw); 4. Dean Lane (Yam); 5. Stanley Norwoods (Kaw).

VET NOV: 1. Bill Kockman (Yam); 2. Lior Verner (Hon); 3. Joe Zipay (Hon); 4. Steve Williams. (KTM); 5. Rusty Spencer (Yam).

VET INT: 1. Rodney Morrison (Suz); 2. Bob Shimp (Suz); 3. Lenny Baker (Kaw); 4. Karl Allen (Hon).

VET PRO: 1. Mark Horton (Yam); 2. Richard Bunch (Yam); 3. Gene Dickinson (Kaw).

SR BEG: 1. Larry Kirsch (Hon); 2. Bill Weltman (Hon).

SR INT: 1. Rusty Spencer (Yam).

SR EXP: 1. David Rogers (Hon).

Lawrence licks Perris MX

By Tony Alessi

PERRIS, CA, MAY 8

Factory Suzuki rider Phil Lawrence roosted to the combined Pro class victory during GFI Super Saturday MX at Perris Raceway.

Gordon Ward took the holeshot in the opening moto, followed by Lawrence, Bob Weber and Japenese rider, Kawashima Yuichiro. Team Suzuki rider Jimmy Button was near the back of the pack, trying to figure out the course after missing the practice session. By the third lap of a 20-lap race, Lawrence was in control after passing Ward on the front straightaway. Lawrence wasn't heard from again the remainder of the race, as he pulled away to over a 40-second lead at the finish. Jamie Dobb showed better conditioning than Ward, and took over second by the finish.

The second moto saw Ward pull a repeat holeshot, with Lawrence, Button and Metzger in tow. Lawrence was tripped up on the second lap, and dropped from the top five while Button filled the vacancy just behind Ward.

Button put the pressure on Ward for the next four laps, but was surprised by Lawrence near the finish area when he whizzed by for the runner-up spot. Lawrence was on fire and soon jumped over Ward in a couple of double jumps that he had created out of a series of two jumps and a table top. Lawrence left the competition behind and went on to the eventual moto and overall victories. Ward retired from the race when he broke his top triple clamp and nearly lost his left fork leg.

Button dropped off pace and gave up second to Dobb and third to Metzger. Lawrence rolled across the finish line for the overall win, while Dobb held off a moto-long charge by Metzger to secure second.

Donald Leib, David Lynch and Steve Piattoni battled for the lead early in the first 30+ Intermediate moto. Leib began to fade off the pace near the halfway point in the race, setting the stage for a one-on-one showdown between Lynch and Piattoni.

The battle lasted right up to the finish-line flag, with Lynch winning by a knobby length. Leib faded back to an eventual sixth behind Scott Wilkinson, Ron Lawson and Ken Erb.

Leib again served as the pace-setter in moto two, but again worked his way backwards as hard-charging Wilkinson took over the point position.

Piattoni and Lynch picked up where they left off in the first moto and battled for second for the first half of the moto. Lynch slowed late in the moto, perhaps tired from an earlier battle in the (25-29) Intermediate class, and dropped back significantly by moto's end. Wilkinson posted the runaway victory, while Piattoni crossed the line in the runner-up position. Lynch rode to a solid third, while Leib maintained the fourth position.

Results

50 1ST TIME D-1: 1. Micholas Lopez (Yam); 2. Corey Keys (Yam); 3. Danny Robinson (Yam); 4. Louie Peick (Yam); 5. Steven Brewis (Yam).

50 1ST TIME D-2: 1. Javier Gonzalez (Yam); 2. Rick Stumetz; 3. Derek Clowes (Yam); 4. Jacob Poole (Yam); 5. Justin Wilson (Yam).

50 STK D-1: 1. Joe Hamilton (Yam); 2. Chad Munn (Yam); 3. Tyson Talkington (Yam).

50 STK D-2: 1. Andrew Renshaw (Yam); 2. Charlie Jenkins (Yam); 3. Tommy Cochran (Yam).

50 MOD D-1: 1. Daton Beavers (Yam); 2. Tyson Talkington (Yam); 3. Chad Munn (Yam).

Bobby Schwartz hammed it up with the trophy girl after winning the Speedway USA Scratch main.

50 MOD D-2: 1. Michael Hale (Yam); 2. Daniel Taft (Yam); 3. Andrew Renshaw (Yam); 4. Charlie Jenkins (Yam); 5. Tommy Cochran (Yam).

60 (0-8): 1. Ryan Picard (Kaw); 2. Joe Hamilton (Kaw); 3. Daton Beavers (Kaw); 4. Mike Alessi (Yam); 5. Daniel Taft (Yam).

60 (9-11) BEG: 1. Chris Rogers (Kaw); 2. Kit Kunath (Kaw); 3. David Sullins (Kaw); 4. Garth Beavers (Kaw).

60 (9-11) NOV: 1. Scott Nelson (Kaw).

80 BEG: 1. Andreau Labradow (Suz); 2. Scott Nelson (Suz); 3. Toby Lopez (Suz); 4. Bob Woolsey (Suz); 5. Brad Langton (Yam).

80 NOV: 1. Will Smith (Suz); 2. Oscar Valdez (Yam); 3. Joshua Poole (Yam); 4. Sean Hamlin (Yam).

80 INT: 1. Matt Smith (Suz); 2. Danny Carlson (Kaw).

125 BEG: 1. Kerry Vantilenen (Yam); 2. Rochie Holt (Suz); 3. Che Smith (Yam); 4. Paul Bria (Kaw); 5. Jim Linin (Hon).

125 INT: 1. Revelle Harrison (Yam); 2. Jamie Campbell (Hus).

125 NOV: 1. Drue Holdeman (Suz); 2. Danny Guernsey (Kaw); 3. David Eychaner (Suz); 4. Bomber Hernandez (Hon).

125 PRO: 1. James Dobb (Kaw); 2. Kawashima Yuichiro (Hon).

250 BEG: 1. Andy Anaya (Hon); 2. Tom Flenniken (Yam); 3. Dominic Gaytan (Hon); 4. David Queyrel (Hon).

250 NOV: 1. Eddie Staab (Yam); 2. Robert Briggs (Kaw); 3. Jay Pavlovec (Yam); 4. C.T. falk (Yam); 5. Jamie Young (Yam).

250 PRO: 1. Phil Lawrence (Suz); 2. Gordon Ward (Suz).

500 BEG: 1. Paul Evans (Suz); 2. Brian Elliott (Hon).

500 PRO: 1. Paul Krause (Kaw).

+25 BEG: 1. Chris Alamanaos (Suz); 2. Ernie Garcia (Suz); 3. Keith Shigeta (Suz); 4. Eric Hanson (Suz); 5. Bob Oye (Suz).

+25 NOV: 1. Darrell Statham (Yam); 2. C.T. Falk (Yam); 3. Jay Povlovec (Yam); 4. Glenn Delatorre (Suz); 5. Greg Hayward (Yam).

+25 INT: 1. Tony Alessi (Hon); 2. David Lynch (Hon); 3. Ron Lawson (Hon); 4. Andrew Reynolds (Kaw); 5. Willy Haney (Yam).

+30 NOV: 1. Mark Sandzimier (Kaw); 2. Tony Gomez (Suz); 3. Mike Graham (Yam); 4. Jon Nixon (Hon); 5. Greg Whitfield (Hon).

+30 INT: 1. Steve Piattoni (Suz); 2. David Lynch (Hon); 3. Scott Wilkinson (Hon); 4. Ken Erb (Kaw); 5. Donald Leib (Hon).

+30 PRO: 1. Willy Musgrave (Hon); 2. Bob Weber (Hon).

+35 NOV: 1. Anthony Kirkpatrick (Kaw); 2. Jim Hale (Suz); 3. Greg Erickson (Kaw); 4. Wally Moore (Hon); 5. Greg Bebeck (Yam).

+35 INT: 1. Randy Skinner (Suz); 2. Mark Stroup (Yam); 3. Frank Steiner (Suz); 4. Pete Vetrano (Hus); 5. J.S. Hanson (Hon).

+40: 1. George Kohler (Yam); 2. Alan Olson (Suz); 3. Jody Weisel (Kaw); 4. Ray Pisarski (Hon); 5. Bengt Johansson (Yam).

WMN: 1. Erin Donnelly (Suz).

Two straight for Schwartz at Speedway USA

By Tom Thomas
Photo by Jim Thorn

VICTORVILLE, CA, MAY 8

A sellout crowd watched Bobby Schwartz score his second straight victory at Speedway USA Saturday night. Schwartz, who is in his 20th year of speedway competition, battled his way to the Scratch main event win after an altercation with Eddie Castro in the six-lap Handicap heat race which led to a lot of unkind words, some threats, a little shoving and eventually a two-lap grudge race which Schwartz won.

As he entered the track for his showdown with Castro, Schwartz was greeted with boos from the charged-up crowd. On his victory lap, one fan cried out, "May the Schwartz be with you."

The Scratch main pitted Schwartz against John Aden, Steve Lucero and Scott Brandt. Like a man possessed, Schwartz shot to the front from his number two starting position and led flag-to-flag, followed across the finish line by Lucero, Brandt and Aden, in that order.

One rider who didn't measure up to his normal front running performance was former National Champion Mike Faria. Faria placed third behind Schwartz and Aden in the second Scratch semi which moved him to the Scratch consolation race that he won over Castro and Andy Northrup.

The night's closest finishes were Lucero's half-bike length win over Brandt in the first Scratch semi and Jim Estes' "inches ahead" of Brandt in the Handicap main event.

Missing from action this week at Speedway USA were National Champion Chris Manchester who was racing in northern California and first-year Support class rider Angela Hale, who suffered a broken leg while racing at Perris two nights earlier. Ms. Hale will be sidelined indefinitely.

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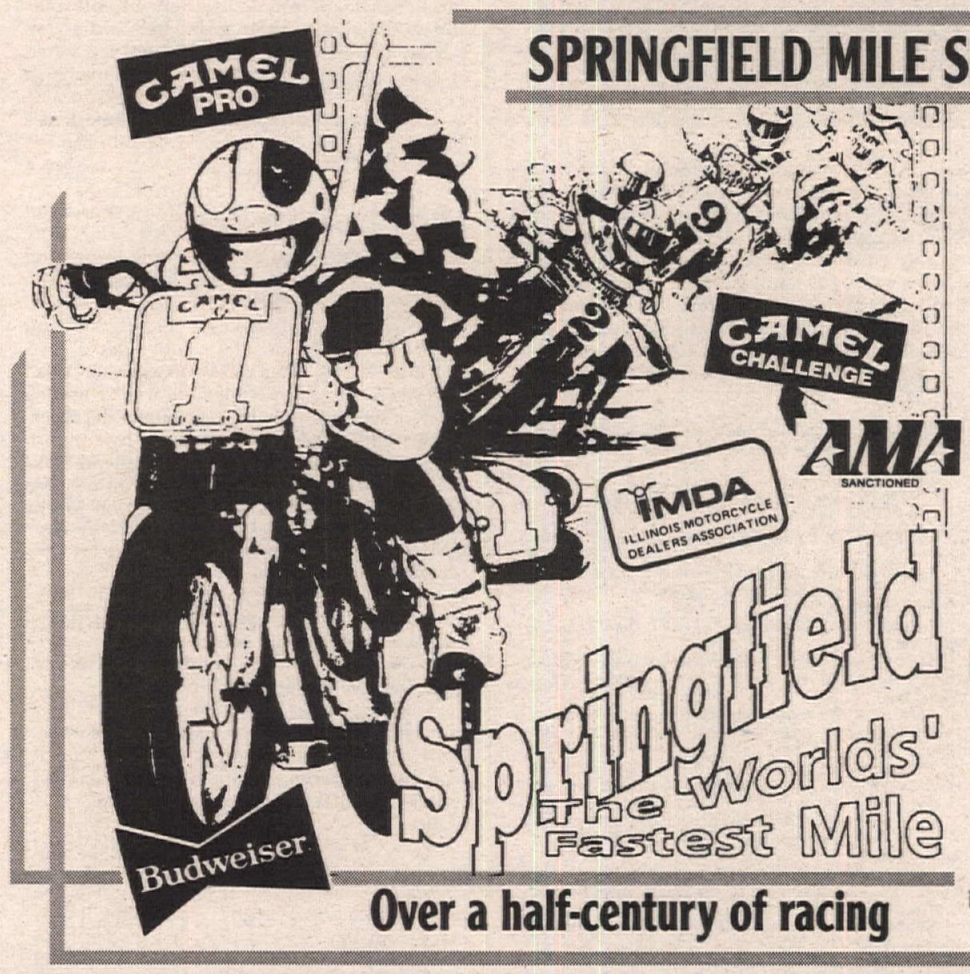

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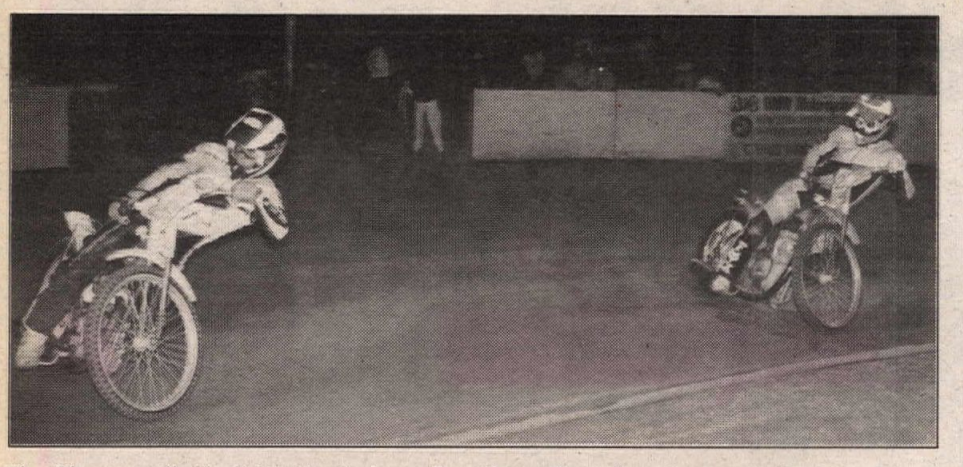
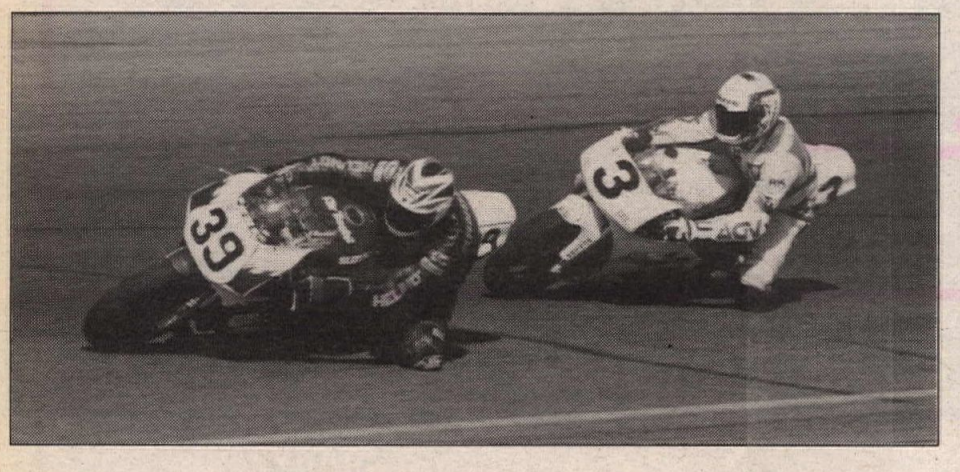
EVENTS



Jim Sisemore (left) slid to the Auburn Speedway Scratch main event win.

James Randolph (39) and Mark Foster (3) battled in the Unlimited GP class at PIR.



The first Support division semi saw Rodney Sherman win over Robbie Sauer. In the second semi it was Rick Pot outdistancing Brad Sauer and Rick Seip. The Support main saw Randy Fanin edge out Rick Farron.

In the Divison 1 Junior main, it was Steven Downing, 13, over Michael Hull, 12. Patrick Donovan, 9, topped Brandon Pepper, 12, in the Division 2 Junior main.

Ienatsch runs away at PIR RR

By Naomi Bourne
Photos by Jack Ramsey

PHOENIX, AZ, APR. 24-25

Nick Ienatsch piloted a TZ250 to road race wins at Phoenix International Raceway, soundly defeating the locals of the AMA/CCS Southwest Region.

"Our best lap time was 1:05.4, in both the Middleweight and Unlimited GP," Ienatsch said. "We mainly came here to warm up for Charlotte, because the tracks are really similar."

Ienatsch competed against Mark Foster, who also rode a TZ, in several races over the weekend, but experience paid off for the veteran pro racer. Foster, who raced on old tires for much of the weekend, acknowledged the skills of the racer who has been his role model: "Nick's a lot better in traffic than I am."

The two battled it out only in the Solo GTO race on Saturday, with Ienatsch at a disadvantage on a GSX-R750. The quicker-handling two-stroke gave Foster an edge, and he won the endurance race by a three-second margin.

In the Unlimited GP, a persistent Foster eventually defeated James Randolph in a bid for the second-place spot. Foster tailed Randolph for much of the 18-lap money race, and finally moved into second after drafting past Randolph on the banking. Ienatsch, once again the winner, had taken the checkered flag and was well into his cool-down lap before Foster crossed the finish line.

Multiple contingencies drew a large number of race participants, including Chuck Graves, who earned $1000 in Suzuki Cup money for his Unlimited and Heavyweight Supersport victories. A contingency program from Yamaha paid the top five amateurs of the new Seca II class, with $1000 going to winner Eddie Gerrish. Todd Cleveland was awarded second place, and $750 from Yamaha, only after his motorcycle passed a teardown inspection. A group of riders who suspected he was racing with over-bored cylinders filed the $200 protest fee, which also went to Cleveland as per AMA/CCS rules.

Final results were delayed until technical inspector Ed Abdo was able to contact Yamaha for specifications. When asked for his opinion regarding Cleveland's performance, Abdo said, "He was geared properly for the race track, with four extra teeth on the rear sprocket. That's why the guy was pulling everyone."

An unusually exciting Lightweight Superbike sprint saw early leader Martin Harvey crash, changing the second-place dice between Doug Schmitz and Joe Shelton into a battle for first. Schmitz drafted Ted Shelton on the banking in the final lap, and pulled alongside. The pair raced side-by-side to the finish line, with Schmitz edging ahead for the win.

Results

M/W GP EX: 1. Nick Ienatsch (Yam); 2. Mark Foster (Yam); 3. Stu Morrison (Hon); 4. Steve Teschke (Hon); 5. Mark Nolen (Hon).

M/W GP AM: 1. Jerry Evans (Hon); 2. Marcus Hubbard (Hon); 3. Greg Perry (Kaw); 4. Tim Burkett (Suz); 5. Jeff Leonard.

U/L S/SPRT: 1. Chuck Graves (Suz); 2. Curtis Adams (Suz); 3. David Roy (Kaw); 4. Brian Catterson (Suz); 5. Shawn Bushey (Suz).

L/W S/BK EX: 1. Doug Schmitz (Hon); 2. Joseph Shelton (Yam); 3. Sam Wagenseller (Hon); 4.Jerry Jirkovsky (Kaw); 5.Joji Tokumoto (Yam).

L/W S/BK AM: 1. Wesley Totsubo (Hon); 2. David Stansel; 3. Joshua Pitt (Yam).

M/W S/SBK EX: 1. Stu Morrison (Hon); 2. Dylon Husband (Hon); 3. Steve Teschke (Hon); 4. Mark Nolen (Hon); 5. Chris Rogers (Yam).

M/W S/BK AM: 1. Marcus Hubbard (Hon); 2. Jerry Evans (Hon); 3. Jeff Leonard; 4. Tim Burkett (Suz); 5. Hideaki Nakazawa (Hon).

H/W S/BK EX: 1. Mark Miller (Kaw); 2. Steve Teschke (Hon); 3. Mark Nolen (Hon); 4. Steve Moreno (Suz); 5. Tom Hull (Duc).

H/W S/BK AM: 1. Arthur Ammann (Suz); 2. Greg Perry (Kaw); 3. Mike Cleary (Yam); 4. Lenny Beckman (Suz); 5. Carl Suderman (Suz).

SPTSMN EX: 1. Joseph Shelton (Yam); 2. Jerry Jirkovsky (Kaw); 3. Steve Teschke ( ); 4. Travers Tapper (Kaw); 5. David Blue (Duc).

SPTSMN AM: 1. Michael Flickinger (Suz); 2. Michael Noschese (Kaw); 3. Jon Wilson (Suz); 4. Tim Calhoun (Kaw); 5. Frank Gonzalez (Kaw).

H/W SPRTWN EX: 1. Tom Hull (Duc); 2. Doug Schmitz (Hon); 3. Michael Pearcy (Hon); 4. Michael Traficano (Duc); 5. Jerry Jirkovsky (Kaw).

H/W SPRTWN AM: 1. Michael Flickinger (Suz); 2. Roger Heemsbergen (Hon); 3. David Hull (M-G).

H/W S/SPRT EX: 1. Chuck Graves (Suz); 2. Nick Ienatsch (Suz); 3. Anthony Lupo (Suz); 4. Stu Morrison (Hon); 5. Robert Torset (Suz).

H/W S/SPRT AM: 1. Greg Perry (Kaw); 2. Marcus Hubbard (Hon); 3. Scott Clements (Hon); 4. Michael Timm (Hon); 5. Lenny Beckman (Suz).

L/W GP EX: 1. Mark Foster (Yam); 2. Andre Castanos (Yam); 3. Joseph Shelton (Yam); 4. Joji Tokumoto (Yam); 5. Kristy Harding (Yam).

L/W GP AM: 1. Michael Flickinger (Suz); 2. Joshua Pitt (Yam).

M/W S/SPRT EX: 1. James Randolph (Suz); 2. Chuck Graves (Suz); 3. Stu Morrison (Hon); 4. Dylan Husband (Hon); 5. Steve Teschke.

M/W S/SPRT AM: 1. Marcus Hubbard (Hon) 2. Greg Perry (Kaw); 3. Jerry Evans (Hon); 4. Scott Clements (Hon); 5. Michael Timm (Hon).

SECA II AM: 1. Eddie Gerrish (Yam); 2. Todd Cleveland (Yam); 3. Tommy McComas (Yam); 4. Wesley Totsubo (Yam); 5. Eric Pladson (Yam).

L/W S/SPRT EX: 1. Kristy Harding (Yam); 2. Joji Tokumoto (Yam).

L/W S/SPRT AM: 1. Eric Pladson (Yam); 2. Michael Noschese (Kaw); 3. Jon Wilson (Suz); 4. Erik Brandlen (Hon); 5. Joshua Pitt (Yam).

L/W SPRTWN EX: 1. Tom Hull (Duc); 2. Michael Pearcy (Hon); 3. Doug Schmitz (Hon); 4. Charles Burnett (Hon); 5. Jerry Jirkovsky (Kaw).

L/W SPRTWN AM: 1. Michael Flickinger (Suz); 2. Roger Heemsbergen (Hon); 3. David Stansel; 4. David Hull (Duc); 5. Frank Gonzalez (Kaw).

U/L GP: 1. Nick Ienatsch (Yam); 2. Mark Foster (Yam); 3. James Randolph (Suz); 4. Andre Castanos (Yam); 5. Stu Morrison (Hon).

SOLO GTU EX: 1. Nick Ienatsch (Yam); 2. Mark Foster (Yam); 3. Stu Morrison (Hon); 4. Steve Teschke (Hon); 5. Mark Nolen (Yam).

SOLO GTU AM: 1. Marcus Hubbard (Hon); 2. Jerry Evans (Hon); 3. Todd Bushey (Suz); 4. Tim Burkett (Suz); 5. Erik Severino (Hon).

SOLO GTO EX: 1. Mark Foster (Yam); 2. Nick Ienatsch (Suz); 3. Stu Morrison (Hon); 4. Curtis Adams (Suz); 5. Tom Hull (Duc).

SOLO GTO AM: 1. Arthur Ammann (Suz); 2. Greg Perry (Kaw); 3. Kevin McLaughlin (Kaw); 4. Grant Gagnon (Yam); 5. Doug Carter (Kaw).

Sisemore wins Auburn Spdwy

By Genevieve Moore

AUBURN, CA, APR. 30

Auburn Speedway kicked off its season opener, and Jim Sisemore scored the win in the Scratch main.

Sisemor was on the pole, with Allan Christian in the number-two spot. Returning after a two-year break was Eddie Ingels in the three position, with Bart Bast on the outside. Sisemore caught the holeshot with Christian and Bast side by side and Ingels in close persuit. At the checkered flag it was Sisemore with the win, followed by Christian, Bast, and Ingels.

The Handicap main was led by Ted Scruggs for the first four laps, followed closely by Rich Marcucci, who rode out and was passed by Jesse Ochoa and Bast. Just after the white flag, Scruggs rode high and was passed by Ochoa, Bast, and Sisemore. At the checkered flag it Ochoa with the win, followed by Bast and Sisemore.

The Division II main saw Kelley Bennett come off the 20-yard line to pass by Jeff Norton and Bill Canary on lap 2 and maintain a three-bike lead for the remainder of the race. At the checkered flag it was Kelley Bennett with the win, followed by Jeff Norton and Bill Canary.

Results

SCRATCH: 1. Jim Sisemore (Wes); 2. Allan Christian (Wes); 3. Bart Bast (Wes).

HANDICAP: 1. Jesse Ochoa (Wes); 2. Bart Bast (Wes); 3. Jim Sisemore (Wes).

JR: 1. Matt Becker.

Monell masters Bear Creek Speedway

By Kevin George

S. CANTON, OH, MAY 1

Joel Monell was hot as Bear Creek Speedway opened for the 1993 season, pulling holeshots of a bike length in race after race and taking the Scratch main event win.

Monell dropped to second- and third-place heat-race finishes despite his sharpness at the gate. It was defending track champ Brian Daily looking like the one to beat early on. Daily was undefeated in heat action, qualifying for the Scratch main with a perfect score.

Mark Maurer made the Scratch as the only other rider with a heat race win. John Vasil finished consistently with second- and third-place heat finishes to make the field. Kelvin Herrala made the final cut for the five-rider main.

Monell gave the others time to scratch their heads as he pulled another holeshot in the main. Daily tried high and low to no avail as Monell held fast to his lead. The top three hit the finish together with Monell holding off Daily and Maurer.

Kurt Cerwinsky topped a five-rider consi with Jeff Tretara in second.

Tretara came off the 50-yard line to win the handicap. Daily got caught repositioning for his start from the 75-yard line, but was able to charge to a second-place finish. Maurer picked up another third-place finish. Monell struggled to a fifth-place finish in this one, after coming off the 60-yard line.

The new Youth motorcycle class was dominated by Nick Evans with good showings by Cory Roth, Charlie Italia and Jessy McCammon.

Results

MAIN: 1. Joel Monell; 2. Brain Daily; 3.Mark Maurer; 4. John Vasil.

HANDICAP: 1. Jeff Tretara; 2. Brian Daily; 3. Mark Maurer; 4. Kurt Cerwinsky.

CONSI: 1. Kurt Cerwinsky; 2. Jeff Tretara; 3. Shane Goodnight.

YOUTH: 1. Nick Evans; 2. Cory Roth; 3. Charlie Italia; 4. Jessy McCammon.

Fisher flies to Carlsbad Motocross win

By Dave Burgess

CARLSBAD, CA, MAY 1

Kawasaki R&D rider Mike Fisher made his return to racing in grand style, by sweeping both Pro-class motos at the Racing Enterprises Saturday MX at Carlsbad Raceway.

Fisher, the former KTM factory rider, has his old job back as a test rider for Kawasaki, and was using the local race as a warm-up.

Fisher stormed into the early lead in both motos, and within a couple of laps it was apparent that he would be all alone. Joe Tuttobene tried his best to keep Fisher in sight and finished a respectable second on the day. Brian Beach kept his Honda on the gas to secure third-overall honors.

"I'm just getting back up to speed," said Fisher. "I'll be racing the remaining supercross races this year."

One class that always provides close racing action, is the over +40 Junior division, and this race would be no exception. Dennis Rosenburg, who describes himself as a "very old 40-year-old," came from behind to claim top honors.

At the start of the first moto, Bill Stalir put his Honda into the lead, ahead of Rosenburg and Bob Koller. As the pack sorted itself out, Koller waisted little time getting around Rosenburg, and began to reel in Stalir. Stalir was riding smooth and looked in control, but he proved to be no match for Koller, who powered by for the lead.

Koller held the lead in control and looked to have the moto wrapped up until disaster struck on the final lap. Coming over a large tabletop jump, a lapped rider lost control and launched his motorcycle onto Koller's lap. This sent Koller crashing to the ground just 30 feet from the finish line. Stalir capitalized, and slipped by for the win, followed by Rosenburg and Chris Tuttobene. Koller slowly rose to his feet and walked through the finish for fourth.

Rosenburg led the way in moto two ahead of Stalir and Koller. Koller worked past Stalir, but didn't seem to be his old self, and couldn't seem to mount a challenge for the lead. Rosenburg held on to take the win and the overall, ahead of Koller and Stalir.

Results

80 BEG: 1. Dusty Walters (Yam).

80 JR: 1. Manny Arias (Yam).

125 BEG: 1. Tony Grey (Hon); 2. Kerry Vantienen (Yam); 3. Matt Smith (Kaw); 4. Glenn Cunningham (Hon); 5. Richie Holt (Suz).

125 JR: 1. Ray Bowers (Kaw); 2. Drue Holdeman (Suz); 3. Kevin Otto (Kaw); 4. Bryon Cox(Yam); 5. Milano Atanasovski (Hon).

125 INT: 1. Ty Kady (Kaw); 2. Tyler Kin (Kaw); 3. Tim Olsony (Yam).

250 BEG: 1. Eddie Paulson (Hon); 2. Dan Cunningham (Hon); 3. Steve Sone (Hon); 4. Richie Holt (Suz); 5. Kieth Seivers(Yam).

250 JR: 1. Bob Prida (Kaw); 2. Giovanni Spinali (Yam); 3. Bret Milan (Yam); 4. Ken Mallow (Kaw); 5. Chris Dickens (Hon).

250 INT: 1. Ty Kady (Kaw); 2. Jonathan Knight (Kaw); 3. Robert Laughlin (Hon); 4. Justin Lusian (Hon).

250 PRO: 1. Mike Fisher (Kaw); 2. Joe Tuttobene (Kaw); 3. Brian Beach (Hon).

500 BEG: 1. Jeff Morgan (Hon); 2. Jim Bintl (Hon).

500 JR: 1. Dave Burgess (KTM); 2. Micheal Rigdon (Hon); 3. John Tookey (Hon); 4. Mike Barber (Hon); 5. Jon Wilson (Hon).

500 INT: 1. Steve Tollison (Hon); 2. Robert Failing (Hon).

25-29 BEG: 1. Chris Alvarado (Kaw); 2. Mark Dobson (Kaw); 3. John Washbur (Suz); 4. David Sparksy (Yam).

25-29 JR: 1. James Henderson (Yam); 2. C.T. Falk (Yam).

+30 BEG: 1. Jeff Parks (Hon); 2. Dan Schlossberg (ATK); 3. Bill Justice (Yam); 4. Robert Can Evia (Hon); 5. Kevin Gotto (Hon).

+30 JR: 1. Mark McPerry (Kaw); 2. Jeff Grovom (Yam); 3. Jeff Scott (Hon); 4. Tony Bruemmer (Hon); 5. Chris Jackson (Yam).

+30 INT: 1. Tod McKay (Hon); 2. James De Riddr (Yam); 3. Brian Schmuckle (Hon); 4. D.R. Clement (Suz); 5. Bob Johnson (Kaw).

+30 PRO: 1. Scot Harden (KTM); 2. Dave Biesiada (Hon); 3. Joe Merrihew (Kaw).

+35 BEG: 1. Max Galliger (Kaw); 2. Dan Shapard (Suz); 3. John O'Grady (Yam); 4. Jim Pool (Yam); 5. Bruce Forinsh (Yam).

+35 JR: 1. Daniel Davalos (Suz); 2. Pete McCormick (Kaw); 3. John Tookey (Hon); 4. Gary Cox (Yam); 5. Bob Sullivan (Yam).

+35 INT: 1. Marc Crosby (Kaw); 2. Scot Harden (KTM); 3. Robert Failing (Hon); 4. Gary Scott.

+40 JR: 1. Dennis Rosenburg (Hon); 2. Bill Stalir (Hon); 3. Bob Koller (Hon); 4. Chris Tuttobene (Hon).

+40 INT: 1. David Cox (Hon); 2. Dennis Middleton (Hon); 3. Bruce Wygal (Hon); 4. Frank Hamlet (Hon); 5. Frank Benacka (Hon).

+40 EX: 1. George Kohler (Hon); 2. Nick Costello (Hon); 3. Ray Pisarski (Hon); 4. Jody Weisel (Kaw); 5. Bengt Johansson (Yam).

+50 EX: 1. Steve Bussell (Hon).

BOMBER A: 1. Robert Failing (Hon); 2. Ben Grable (Yam).

BOMBER B: 1. Kevin Laird (Suz); 2. Craig Smith (Suz).

Halstead cleans up at Drift Creek Dabber Trials

By Rod Jackson

COAST RANGE, OR, APR. 18

Lonny Halstead scored the Expert-class win at the Drift Creek Dabber, one of the Pacific Northwest's premiere observed trials events.

The Dabber usually draws large Beginner and Novice classes, and this year was no exception. In the Beginner class it was a dogfight for first, with Kelly Naron topping Charla Krahel by five points.

It looks like the dozen riders in the Novice class are about tired of seeing Walt Wooley at these events; as usual, he dominated the division with another win. John Unruh and Warren Burton (a Dabber veteran) filled out the top three.

The afternoon classes of Expert, Advanced and Senior +35 were in for a special challenge with a very tight time limit on the scenic seven-mile loop. The Expert riders were faced with variations of old sections, as well as a couple of brand new ones. The two-and-a-half hour time limit did not prove to be a major factor as almost all riders avoided penalty points. Lonny Halstead mastered the 10-section, three-loop trial with a loss of only 32 points; Dennis Sweeten was second with 38 points.

Kevin Krahel nabbed the Expert class win at the Yorkshireman Trial.

It was no surprise that Kary Krahel set the fast time on the course, needing only two hours and 17 minutes to finish (he set up the course), but he also nabbed third place from the super-consistent Jay Terry, by one point. Krahel and Terry are the only riders to have ridden in all 15 Drift Creek Dabbers. When asked how he liked the event, Jay Terry replied, "Sections were great; the loop was cool, but a little short."

Results

EX: 1. Lonny Halsted (G-G); 2. Dennis Sweeten (G-G); 3. Katy Krahel (Bet); 4. Jay Terry (G/G); 5. John Isherwood (Bet).

ADV:1. Pete Unger.

SR: 1. Dave Spenst; 2. George Belonger.

INT: 1. Tim Fellows; 2. Dan Dwyer; 3. Brian Dwyer; 4. Rich Sunderlin.

NOV: 1. Walt Wooley; 2. John Urruh; 3. Warren Burton (Bet); 4. Mike Burges; 5. Dave Anderson.

BEG: 1.Kelly Naron; 2. Charla Krahel; 3. Russ Cozier (Suz); 4. Torry Leftridge.

Halstead handles Yorkshireman Trials

By Russ Cazier

TILLAMOOK, OR, MAY 3

At the Yorkshireman Trials, Lonny Halstead repeated his 32-point performance established just two weeks earlier about 10 miles down the road at the Drift Creek Dabber, and it was good enough for another win, but only because he had more cleans than Kevin Krahel, who matched Halstead in total points.

The Yorkshireman, known locally as a very difficult observed trials, was set up by Yorkshireman John Isherwood. The scoring was done in the traditional manner, but all classes ran at once, making it nice for the less-experienced riders, who were able to watch and learn from the advanced riders.

Former National-level motocross racer Scott Tyler, a fairly recent convert to trials, continued his steady learning curve, winning the Advanced class with a tight four-point margin over West Hoveland.

Reformed road racers Mike Given and John Clemens had to worry about a super-smooth Lisa Krahel as well as each other in the Intermediate class, but Given kept his feet on the pegs for his first win ever in observed trials.

Results

EX: 1. Lonny Halstead (G-G); 2. Kevin Krahel (G-G); 3. Dennis Sweeten (G-G).

ADV: 1. Scott Tyler (G-G); 2.West Hoveland (Bet); 3. Keith Ditmars (G-G).

SR: 1. Rod Jackson (G-G); 2. Dave Spenst (Bet); 3. Mike Wirth (Yam).

INT: 1. Mike Given (Yam); 2. John Clemens (Yam); 3. Lisa Krahel (Yam).

NOV: 1. Walt Wooley (Apr); 2. Chad Atkinson (Yam); 3. J. Goodrich (Hon).

Bostrom best at Lodi TT

By Mindyz Mac

LODI, CA, MAY 8

Eric Bostrum scored the win in the Open Expert class at the Lodi TT.

The 80cc A/B main event was fast and furious, as all the riders were trying hard to take the win from Toby Jorgensen. Jorgensen won the heat race with a comfortable lead, but had his work cut out for him in the main, as he got a bad start and was in fourth going into the tree turn. Tyson Silva, on his new Yamaha, grabbed the holeshot, followed by Shawn Raggio, Andy Hansen and Jorgenson. Silva was setting a fast pace as he got through the infield very quickly.

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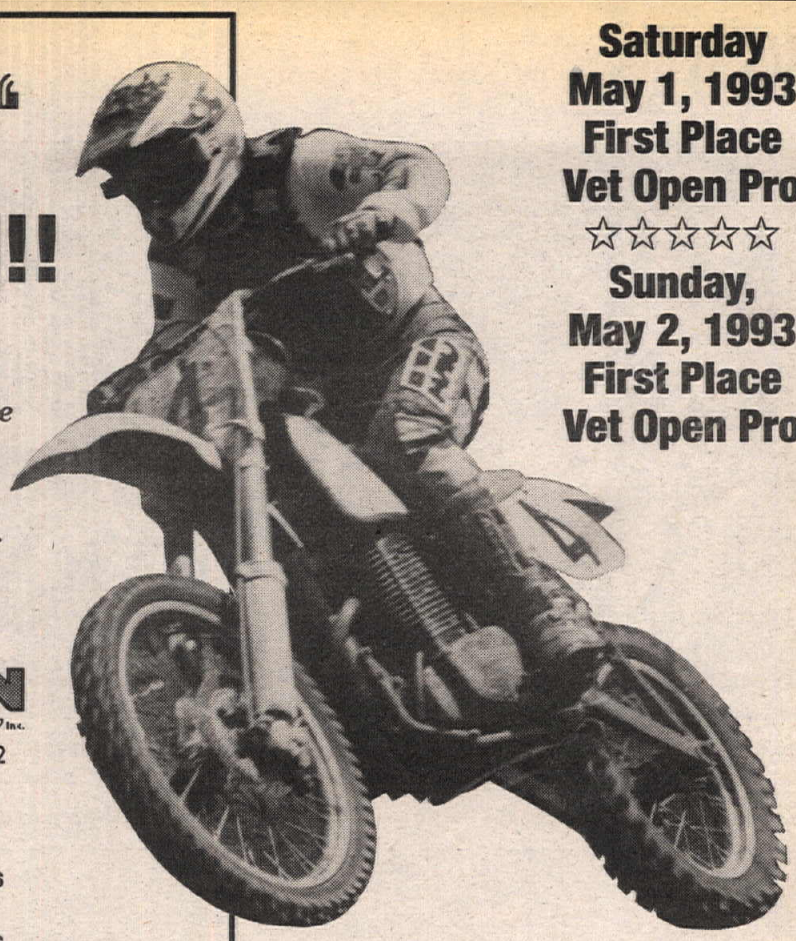

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(#162C) This video is the definitive, exclusive and complete in-your-face review of the 1992 United States AMA National MX Championships for the 125cc, 250cc and 500cc divisions.

The 125cc Championship Series was the most exciting in years with Kawasaki's Mike LaRocco heading into the final round with a mere 1-point lead over Yamaha's hard-charging Jeff Emig. Other 125cc standouts include Guy "Airtime" Cooper, Brian Swink, Steve Lamson and the rest of the best. The individual races and final outcome are outstanding.

The 250's and 500's saw incredible action as well in 7-time National Champion Jeff Ward's final year on the circuit. Yamaha's young lion Damon Bradshaw came into his own and was in the thick of the championship race when he suffered a catastrophic season-ending crash at the Red Bud track in the midst of a heated battle with Honda's Jeff Stanton. You'll also see standout action from Mike Kiedrowski, J.M. Bayle and a host of never-say-die competitors. Includes interviews, behind-the-scenes features and more! Narrated by Larry Maiers; 90 minutes from Powersports Video.

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EVENTS

Billy Cox (112), Jamie Frazier (898) and Nathan Ramsey (387) diced at Pro Sport MX.

Over 150 vintage MX racers did battle on Tulare Cycle Park's well-prepared track.

By the fourth lap Jorgensen had already moved into second and was trying hard to catch the leading Silva. Silva was on the gas but was feeling the pressure of Joregensen behind him. Silva came out of the right hander a little too hot and laid his bike down. Jorgensen went on to take the win with Raggio getting the win in the B portion of the race.

The 80cc C race was close with first place up for grabs between Craig Gonzales, who got the holeshot off the line, and Dusty Mendoza, who was right behind. The pair diced it out through the whole race with each rider having their favorite spot on the track to try a pass. Gonzales lead the race until the white-flag lap, with Mendoza trying moves on the outside of turn one and Gonzales getting him back at the tree turn until coming off the final jump on the last lap, when the two drag raced to the cheekered flag with Mendoza getting the nod.

MX racer Monty Ownbey tried his hand in the combined 250cc B/C class and went fast enough to take second place, with the win going to TT rider Herbert Callen. Short track specialist Shawn Russell also turned in a good ride as he piloted his Kawasaki to a third-place finish. Davis Winters was the winner in the C race, with Ben Meyer working his way up from back in the pack to a second-place finish.

Open Expert class racing this year has been providing race fans with action worth more than the price of admission and tonight was no different. Joe Pineda wasted no time jumping into the lead at the start of the race and just as quickly dropped from first to fifth. Greg Miller took over the lead and immediately began distancing himself from the rest of the field. Danny Hart held down second with Rob Damron riding an old-but-fast Champion-framed YZ490 in third. Eric Bostrom who had gotten a poor start had worked up to fifth place. Miller continued to sretch out his lead as Hart and Damron were bumping and shoving each other through the infield in their battle for second. By the fourth lap Bostrom had joined Hart and Damron in the fight for second. Bostrom, who was riding a slightly different line around the track, passed Damron as they headed for the second jump, and then set his sights on Hart, who was also gaining ground on the leading Miller. By the eighth lap Bostrom made a daring pass to get by Hart in the same place he had passed Damron. Miller, who had looked like he might pull off a fairly easy win, was starting to feel the pressure of Bostrom as be charged through the turns in pursuit of Miller. Behind that action, Damron and Hart were still going at each other. Miller tried to hold off Bostrom, but with only three laps to go just couldn't do it when Bostrom made his pass in the same place as he did all night. It was a great race; Bostrom worked his way through the pack from sixth place to take home the win. Hanging on for second was Miller, and Hart won the battle over Damron to take home the third-place money.

Results

P/W STK B/C: 1. Daniel Jenkins (Yam); 2. Jonathan Withrow (Yam); 3. Scott Meyer (Yam).

PW MOD B/C: 1. Nickoles Moore (Yam); 2. Carlos Aguilar (Yam); 3. Daniel Jenkins (Yam).

80 C: 1. Dusty Mendoza (Kaw); 2. Craig Gonzales (Yam).

80 B: 1. Shawn Raggio (Kaw); 2. Brandon George (Kaw); 3. Aaron Cisco (Kaw).

80 A: 1. Toby Jorgensen (Hon); 2. Andy Hansen (Hon); 3. Tony Souza (Kaw).

WMN: 1. Debbie Anderson (Kaw); 2. Verna Ober (Kaw); 3. Alice Hlebo (Yam).

VET C: 1. Jack Stroski (Yam); 2. Ray Byrne 3. Jeff Taylor (Hon).

VET A/B: 1. Eric Weisler (Yam); 2. William Rider (Hon); 3. James Mahoney (Hon).

VINT A/B/C: 1. James Mahoney (Hon); 2. Ray Byrne; 3. Jeff Gabhart (Hon).

250 C: 1. Davis Winters (C-A); 2. Ben Meyer (Kaw); 3. Levi German (Yam).

250 B: 1. Herbert Callen (Hon); 2. Monty Ownbey (Yam); 3. Shawn Russell (Kaw).

OPEN C: 1. Jack Stroski (Yam); 2. Charles Pahel (Hon); 3. Charles Fabbiani (Kaw).

OPEN B: 1. James Judd (Yam); 2. Gerald Tenret (Rtx); 3. Timothy O'Hara (Hon).

OPEN A: 1. Eric Bostrom (Rtx); 2. Greg Miller (Yam); 3. Danny Hart (Rtx).

PRO/AM NOV: 1. Eric Bostrom (Rtx); 2. Greg Miller (Yam); 3. Robert Seaty (Rtx).

PRO/AM EX: 1. Robert Damron (Yam); 2. Danny Hart (Rtx); 3. Allan Auzenne (Rtx).

Nutter nails Pro Sport MX

By Barbara and Loren Williams

WYTHEVILLE, VA, APR. 25

Mike Nutter won the 125cc A class in a field of 10 at Pro Sport's opening race of the season.

A record opening-day entry of over 300 racers convened at Pro Sport for Scott USA Day, where top-five amateur finishers received Scott contingencies in addition to their trophies. Pro riders earned MegaSeries-scale payoffs. Pro Sport track manager Tam Topham agreed that the perfect weather may have had something to do with the turnout. "It's a lot more pleasant today than last year's opening race, when it snowed, then sleeted, then rained," said Topham.

In the first round of 125cc A class action, Nutter gated second to Kevin Walker's holeshot. Though Nutter pressured for the first part of the race, Walker twisted the throttle a little harder and stretched out an advantage of up to eight seconds on Nutter. Robert McWhorter sat in third for most of the moto, but Richard Prather won the drag race for third to the checkered flag, leaving McWhorter in fourth and Mike Eastwood to round out the top five.

Walker and Nutter blasted into the sweeping first turn side by side on the second-round start. Over the doubles they were still bar-to-bar, but Walker was brought to an abrupt halt in the very next turn. Taking the inside line of the hairpin, Walker injured his left foot when putting it down in a corner. Nutter sailed past into the clear, and cruised to the win, followed by Nathan Ramsey, McWhorter, Tres Bruce and Eastwood.

The placings between motos of the 125cc A class fluctuated wildly, with only Eastwood finishing in the same spot twice. Ramsey's Suzuki seized in the first moto. Nutter won the overall with a 2-1 tally.

Results

50: 1. Jeffrey Fields (Yam); 2. Chase Roberts (Yam); 3. Logan Tate (Yam); 4. Taylor Reilly (Yam).

65 (7-11): 1. Jeffrey Fields (Kaw); 2. Allan Strickler (Kaw); 3. Matt Blevins (Kaw); 4. Isha Wood (Kaw); 5. Chase Roberts (Kaw).

80 BEG: 1. Joshua Wood (Yam); 2. Bradley Nunley (Suz); 3. Matt Chisom (Kaw); 4. Brent Rabe (Yam); 5. Travis West (Kaw).

JR MINI: 1. Jeffrey Ryan (Suz); 2. Gordon Strickler (Hon); 3. Ross Baynes (Suz); 4. Travis West (Kaw); 5. Allan Strickler (Kaw).

SR MINI: 1. Ashley Bruce (Suz); 2. Mario Lawson (Hon); 3. Jason Baynes (Suz); 4. Seth Higginbotham (Yam).

125 A: 1. Mike Nutter (Yam); 2. Robert McWhorter (Hon); 3. Tres Bruce (Kaw); 4. Mike Eastwood (Suz); 5. Richard Prather (Yam).

125 B: 1. Ryan Duff (Suz); 2. Johnny Cox (Suz); 3. Steven Ratliff (Hon); 4. Thomas Stanley (Kaw); 5. Christopher Morgan (Hon).

125 C: 1. James T. Ryan (Suz); 2. Jeremy West (Hon); 3. Brian Terry (Suz); 4. Mark Muncy (Suz); 5. Jeff Alexander (Hon).

125 D: 1. William Keene (Kaw); 2. Wesley McCoy (Yam); 3. Timothy Allen (Kaw); 4. Wayman Autry (Suz); 5. Ted Osborne (Hon).

250 A: 1. Kevin Walker (Yam); 2. Billy Cox (Yam); 3. Nathan Ramsey (Suz); 4. James Frazier (Kaw); 5. Mike Nutter (Yam).

250 B: 1. Ryan Duff (Suz); 2. Johnny Cox (Suz); 3. Randy Womack (Suz).

250 C: 1. Jeremy West (Hon); 2. Joseph Prather (Yam); 3. Clint Pilgrim (Kaw); 4. Chip Tsangarides (Kaw); 5. Jeff Lester (Kaw).

250 D: 1. Scott Wood (Yam); 2. Darren Lawson (Yam); 3. Ernest Blankenship (Kaw); 4. Dennis Davis Jr. (Yam); 5. Eddie Rodie (Suz).

OPEN B: 1. Chris Shortridge (Hon); 2. Clayton Leach (Hon); 3. David Johnson (Hon).

25+ A: 1. Tim Dohm (Yam); 2. James Hayes (Hon); 3. Sandy Fulk (Suz).

25+ B: 1. Chris Shortridge (Hon); 2. Steven Ratliff (Hon); 3. Steve Mason (Kaw); 4. Keith Heats (Suz); 5. Mike Litz (Yam).

25+ C: 1. Danny Mathis (Hon); 2. Jeffrey Lester (Kaw); 3. Shannon McGlamery (Suz); 4. Donald Crisp (Suz); 5. Bradley Wilkerson (Yam).

30+ A: 1. Tim Dohm (Yam); 2. Donnie Foster (Hon); 3. A.C. Bruce (Kaw).

30+ B: 1. Dennis Hilton (Hon); 2. Gary Baisden (KTM); 3. John Jeune (Hon); 4. Steve Litz (Yam); 5. Jerry Robertson (Kaw).

30+ C: 1. Cornelius Anders (Suz); 2. Bradley Wilkerson (Yam); 3. Danny Mathis (Hon); 4. Dennis Jones (Yam); 5. Jeff Sesler (Suz).

S/SR: 1. A.C. Bruce (Kaw); 2. Gary Baisden (KTM); 3. Danny Eller (Kaw); 4. Scott Strickler (Hon).

U/L AM: 1. James Hayes (Hon); 2. Randy Womack (Suz); 3. Christopher Morgan (Hon); 4. Todd Morgan (Hon); 5. Timmy Mitchell (Yam).

ENDURO/N-C: 1. Jeff Fields (Kaw); 2. Kevin Ferguson (Hon); 3. Steven Morkefeldt (Suz); 4. Rick Meredith (Yam); 5. Walter Griggs (Suz).

Vorndran tops Tulare Vintage Motocross

By Matt Hilgenberg

TULARE, CA, MAY 9

CZ rider Denny Vordran was the class of the +30 Intermediate field at this weekend's American Historic Racing Motorcycle Association (AHRMA) Western Regional MX held at Tulare Cycle Park. The always-tough class was 14 riders strong, yet Vorndran motored away to two easy victories.

The event was staged by the Monger family - Steve, Robin and Joe - who did a fantastic job of providing the 159 entries with a taste of the past. When the gate dropped for the opening +30 Intermediate race, Kawasaki of Simi Valley-sponsored Hugh Blacka roosted to the head of the pack, but Vorndran was close behind. Midway through the opening go-around, Vorndran sneaked into the lead, and never looked back. Blacka maintained second place, with some pressure from KSV's Ronald Harrison. Bryan Davis came in fourth.

Moto two again saw Vorndran quickly out front and pulling away. Blacka was initially in second, but was first passed by Maico rider Robert Tull, then by Harrison. Vorndran and Tull had lonely rides, while Blacka kept the pressure on Harrison, but couldn't pass. Tull hadn't ridden moto one, so the overall went to Vorndran over Harrison and Blacka.

Promoter Steve Monger got out of the water truck and donned his leathers to compete in the +30 Expert division, giving the spectators one of the best shows of the day. In the first race, he and initial leader Ed Ho and his Maico traded the lead numerous times until Monger finally got the upper hand and the moto win. The second moto saw Ho build up a big lead while Monger struggled with traffic after a slow start. Once into second place, Monger started slicing away at Ho's advantage, finally getting within striking distance on the final circuit. Monger got a wheel beside the leader a few times, but couldn't make the pass. Then, exiting the final turn, Ho slowed just a few feet before the finish line, allowing Monger the room needed to nip the victory by a wheel length.

John Figas topped the 125cc Novice class after posting a 1-3 score. The Yamaha rider was able to win race one over Armen Clawson's Tulare Kawasaki-Suzuki KX125 and the Rickman Zundapp of John Gulliford. Moto two had Greg Kendrick - who destroyed his Bultaco's rear brake in the first moto - take the win ahead of Gulliford and Figas; Clawson fell in the first turn and was unable to make up the distance. The overall tally read Figas, Gulliford and Clawson.

Results

125 NOV: 1. John Figas (Yam); 2. John Gulliford (Ric); 3. Armen Clawson (Kaw); 4. Greg Kendrick (Bul).

125 INT: 1. Bill Clem (Hon); 2. Hugh Blacka (Hon); 3. Rod Kirkbride (Hon); 4. Bryan Davis (Hon); 5. Frizby Sealey (Hon).

125 EX: 1. Brock Suter (C-A); 2. Scott Davis (Hon); 3. Mike Lillevig (Hon).

250 NOV: 1. Guy Weber (Hon); 2. Greg Kendrick (Bul); 3. John Gulliford (Ric); 4. A. McKay (Hus).

250 INT: 1. John Lundgren (Bul); 2. Ronald Harrison (Hon); 3. John LeFevre (Hus); 4. Brad DeHore (Yam); 5. Morris Stoumen (CZ).

250 EX: 1. Brock Suter (C-A); 2. Randy Lewis (Mon); 3. David Dotson (Kaw); 4. Mike Lillevig (Hon); 5. Jeremy Mickles (CZ).

500 NOV: 1. John Draguesku (Mai); 2. Jason Phillips (Mai); 3. Norman Phillips (Rok); 4. David Kuns (CZ).

500 INT: 1. Robert Tull (Mai); 2. Louis Harker (CZ); 3. Frizby Sealey (Yam); 4. Ken Corpe (Tri); 5. Eric Carter (CZ).

500 EX: 1. Ed Ho (Mai); 2. Matt Hilgenberg (CCM); 3. Mike Lillevig (Mai); 4. Jeremy Mickles (CZ); 5. Mike Atkins (BSA).

OPEN TWIN INT: 1. John Lundgren (Ric); 2. Bill Knight (Nor); 3. Ian Green (Tri); 4. Rod Whitcher (Tri); 5. Bill Ripley (Tri).

OPEN TWIN EX: 1. Butch Cochran (BSA); 2. Daryl Hambleton (Tri); 3. David Dotson (Tri).

WOMEN: 1. Gwen Gee (Hon); 2. Deborah Poole (CZ); 3. Ginger Hilgenberg (Tri).

+30 NOV: 1. Ed Hensley (CZ); 2. Deborah Poole (CZ); 3. Allen McKay (Hus).

+30 INT: 1. Denny Vorndran (CZ); 2. Ronald Harrison (Hon); 3. Hugh Blacka (Hon); 4. Bryan Davis (Hon); 5. Ken Corpe (Mai).

+30 EX: 1. Steve Monger (Hon); 2. Ed Ho (Mai); 3. Mike Lillevig (Hon); 4. David Dotson (Kaw); 5. Mike Atkins (BSA).

+40 NOV: 1. John Draguesku (Mai); 2. Ray Weber (Hon); 3. John Gulliford (Ric); 4. Russell Heck (Hus); 5. John Phillips (Mai).

+40 INT: 1. Ron Melton (Oss); 2. Frizby Sealey (Hon); 3. Doyle Cook (Ric); 4. Morris Stonmen (CZ); 5. Jim Keeton (CZ).

+40 EX: 1. Randy Lewis (Mon); 2. Robert Poole (BSA).

+50 NOV: 1. Ralph Porzeit (CZ); 2. Alden Robertson (Hus); 3. Bob Smith (Yam); 4. Kay Mann (BSA); 5. Joe Monger (Hon).

+50 INT: 1. Ron Clawson (Mai); 2. Ken Marecak (BSA); 3. George Cayssials (CZ); 4. Dan Green (Tri); 5. Dennis Tooman (Hon).

+50 EX: 1. Danny Davies (Bul); 2. John Geer (BSA).

PREM LTWT INT: 1. Michael Green (BSA); 2. Rick Sheasby (BSA).

PREM LTWT EX: 1. Allen Wenzel (DOT).

PREM LTWT II NOV: 1. Verne Elmore (Ossa); 2. Phil Benedict (Ossa).

PREM LTWT II INT: 1. Michael Green (BSA).

PREM LTWT II EX: 1. Robert Poole (BSA); 2. Michael Owens (Hus).

PREM 500 NOV: 1. Hank Wenzel (Nor).

PREM 500 INT: 1. Peter Cruttenden (Tribsa); 2. Ken Marecak (BSA).

PREM 500 II NOV: 1. Jerry Sterrett (Tri).

PREM 500 II INT: 1. John LeFevre (Hus); 2. Rodney Henninger (Hus); 3. Bill Ripley (Bul); 4. Jim Keeton (CZ); 5. Kenny Sykes (Gre).

PREM 500 II EX: 1. Butch Cochran (Tri); 2. John Geer (BSA).

PREM OPEN TWIN INT: 1. Bill Knight (Nor); 2. Gerald Rogers (Mat); 3. David Rogers (Tri); 4. Marsh Runyon (H-D); 5. Ed Crowell (Mat).

PREM OPEN TWIN EX: 1. Butch Cochran (BSA); 2. Danny Davies (Tri).

Garlin gasses it to Marion Vintage Motocross win

By Eric Kraft

REDDICK, FL, MAY 9, 1993

Members of the Florida Vintage Moto-X Club showed up in force for Round 4 of the Vintage Iron Florida Vintage MX Series, run in conjunction with the annual Damon Bradshaw Mother's Day Motocross for MDA, held at Motocross of Marion County.

Ed Garlin, on a '74 Honda Elsinore, scored a perfect four-out-of-four moto wins score en route to securing first place in the Vintage Masters and Super Vintage (air-cooled, drum brakes) classes.

Moto one of the Masters class saw Kim Burrows snag the holeshot on a Maico, followed by Garlin, Maico-mounted Peter Villacaro and Joel Nicholson on a '74 Yamaha YZ250. By lap three, Garlin had secured the lead for good, relegating Burrows to second, where he remained until the last lap when a crash knocked his carburetor off and allowed Villacaro into second. Nicholson and a hard-charging Honda-mounted Matt Kretschmer were third and fourth, respectively.

In the second moto, Garlin was able to put his Honda into the lead at the start and was

never challenged. Burrows charged his way up from a relatively poor start to claim second ahead of Nicholson, Villacaro, and a race-along battle between Penton rider Al Gardner, Kretschmer and the Montesa VR250 of Eric Kraft.

Sportsman division first-moto action saw holeshot artist Dorsey Bennett on an Ossa Phantom with the early lead over the Hondas of Scott Lanier, Joel Summer and Jimmy Harner. Lanier passed Bennett on the fourth lap and held on for the win followed by Bennett, Summer and Lisa Powell on her '74 Elsinore 125.

Moto two's start was a rerun of the first, with Bennett again claiming the holeshot. After a poor start, Joel Summer charged from the back of the pack to assume the lead on lap three, followed by Lanier, Bennett and Harney. Powell waited until lap three to begin her charge with an outstanding ride to claim second place by the end of the moto ahead of Harney and Bennett.

Seventeen riders entered the highly-competitive Super Vintage class, where anything goes, as long as it has drum brakes and an air-cooled motor. Both Garlin and Joel Nicholson opted to ride their short-travel pre-'75 vintage bikes in the Super Vintage class, and came away with first and second overall for their efforts.

In moto one, Peter Villacaro pushed his '81 Maico 440 into the early lead, only to run into bike problems which relegated him to the back of the pack and allowed Garlin into the lead followed by Maico-mounted Van Aderhold, Nicholson, Burrows (on another of his many Maicos) and Dorsey Bennett, also on a Maico. By lap four, Burrows had worked his way up to second place, only to crash and drop to fourth at the finish behind Garlin, Nicholson and Aderhold.

A rainy second moto saw Villacaro again with the holeshot, followed by Aderhold, Burrows, Nicholson and Garlin. Garlin began his charge on lap two and was able to pass Villacaro on the final lap to complete his perfect day. Garlin was followed by Villacaro, Burrows, Nicholson and Bennett who passed Aderhold in the final turn to claim fifth.

Super Vintage moto two also provided the closest racing of the day with an exciting three-bike battle for seventh between Rudy Savelli on a '75 Elsinore 250, Bil Burton on Husqvarna 250 and Maico 400-mounted Russ McAllister. The three battled the entire moto, crossing the start-finish tabletop three-abreast lap after lap, with McAllister finally prevailing at the checkered flag, followed closely by Burton and Savelli.

Results

VINT MSTR: 1 Ed Garlin (Hon); 2. Joel Nicholson (Yam); 3. Peter Villacaro (Mai); 4. Matt Kretschmer (Hon); 5. Kim Burrows (Mai).

VINT SPTSMN: 1. Joel Summer (Hon); 2. Lisa Powell (Hon); 3. Dorsey Bennett (Oss); 4. Scott Lanier (Hon).

S/VINT: 1.Ed Garlin (Hon); 2. Joel Nicholson (Yam); 3. Kim Burrows (Mai); 4. Van Aderhold (Mai); 5. Dorsey Bennett (Mai).

Neitzel eats up Meadow Muffin Gran Prix

By David Procida

SAN BERNADINO, CA, MAY 2

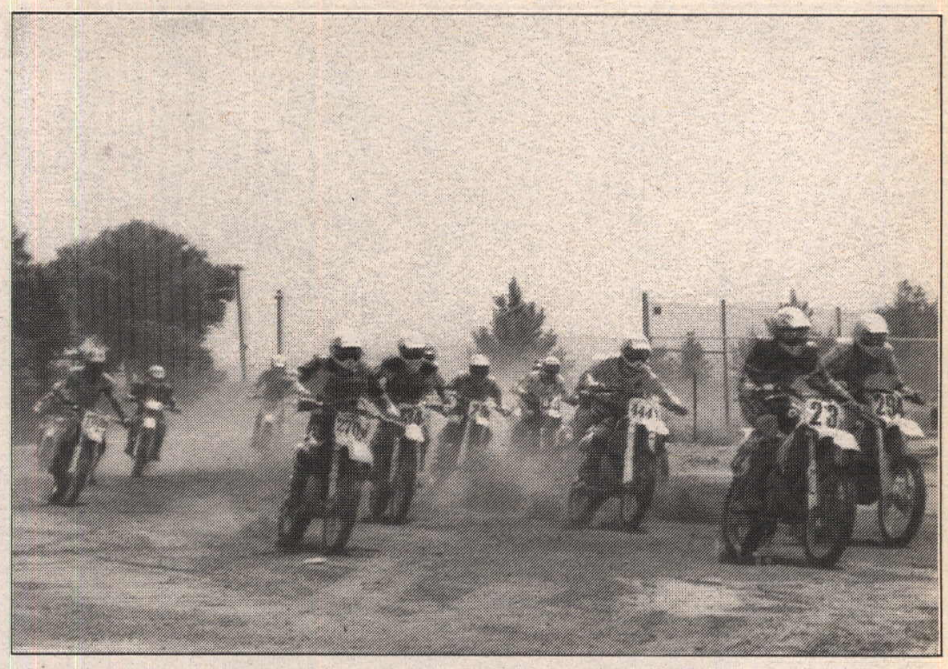
A large turnout of California Racing Club Vet and Senior racers made for an exciting and surprising race during the Meadow Muffin Gran Prix, held at Glen Helen OHV Park. Ken Nietzel scored the win in the Vet Expert class.

When the flag dropped for the combined Vet Expert and Intermediate race, it was CRC #1 plate-holder Scotty Walker who grabbed the lead aboard his Pro Circuit-sponsored Kawasaki KX250.

Behind Walker was Carl Gazafy, who in turn had his hands full with Intermediate-class riders Doug Taft and Charlie Strong. USAF/HDK/Pro Circuit-sponsored Neitzel was the fifth rider through the fast sweeping dog-leg start that led riders out onto the track.

As the riders made their way through the canyons and valleys leading back out onto the main course, Walker had built up a three second lead on Gazafy, but the battle for third had heated up.

Taft was still leading the Intermediate class, but Yamaha WR500-mounted Jere Mason had slipped by Strong, along with Neitzel. Also moving up after a poor start was Scott Curtis, aboard a big-bore Honda.



Bill Kolman (23) holeshot the Vet Novice class at the CRC Meadow Muffin GP.

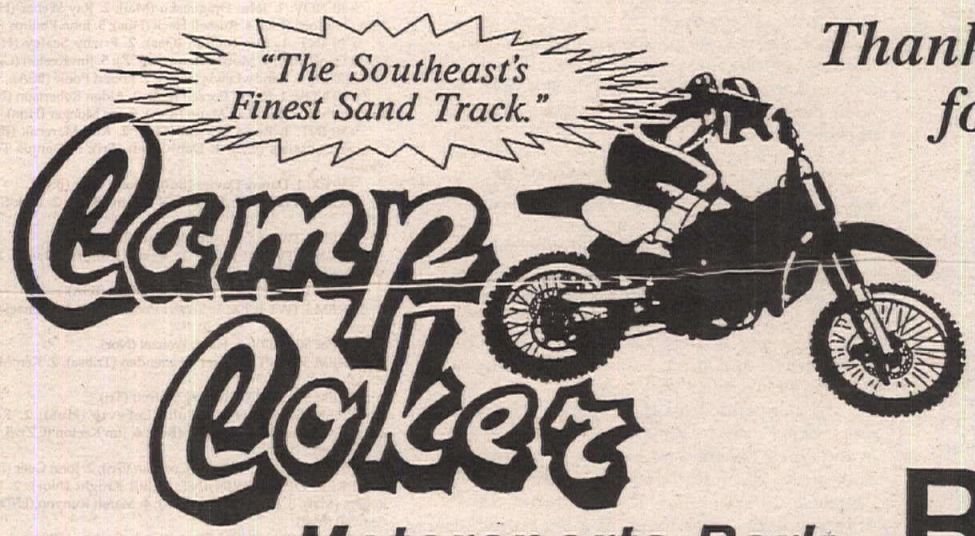
By the third lap, Neitzel was free of the Intermediate-class riders and picking up the pace. He began to reel in Walker, while behind him, Curtis stuffed his way past Mason, who made an attempt to repass Curtis that almost resulted in disaster on the following lap. As the pair began to brake for the turn at the end of a high-speed straightaway, it became a contest to see who could hold it on longer.

Mason went wide into the berm, but Curtis was going too fast to hold the inside line and flew into Mason's line. Mason was forced to take evasive action and went off the track, but he recovered quickly and set out again after Curtis.

Meanwhile up front, Walker was enjoying a 20-second lead, but with traffic beginning to be a factor. Neitzel began to close in on the leader, and at the three-quarter mark of the race Walker failed to re-appear from the back section and handed Neitzel a large lead.

Walker had been working his way through traffic when he came up on Ruthann Renaux, who was battling with a couple of other Vet Beginners, and he carried too much speed into the corner and in an attempt to avoid hitting any of the slower riders, Walker flew over the berm and launched his KX into the bushes.

Mason also took advantage of the traffic, and made a pass on Curtis in the back section of the track. A lap later Walker, with some assistance, retracted his bike from the bushes but the 45-minute mark was quickly approaching.



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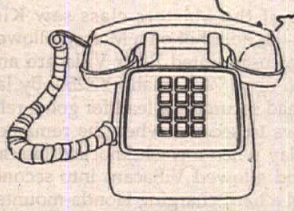

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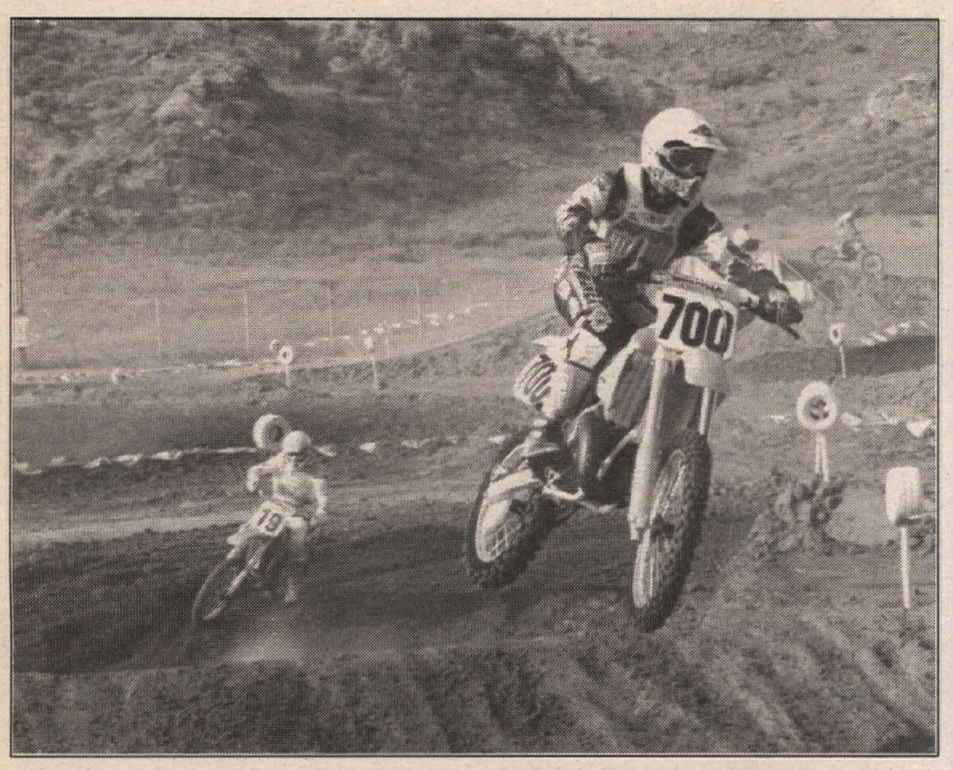
EVENTS



Jason DePatto sailed over a Starwest SX jump en route to second in the 125cc Pro class.

Neitzel took the checkered on the next lap with Mason second overall and first Intermediate. Walker worked his way back up to third Expert, but finished in 29th overall. Carl Gazafy finished in third overall, second in the Vet Expert class.

Results

P/W A: 1. Chris Nihan; 2. Shane Sniith; 3. Kyle Barden; 4. Caleb Gosselaar; 5. Jerry Martinez.

P/W B-1: 1. Troy Tittlemeir; 2. Eric Hunter; 3. R.J. Early.

P/W: B-2: 1. Travis Barden; 2. Andrew Yamell; 3. Anthony Sclafani.

P/W MOD. 1. Blake Mitchell; 2. Chris Nihan.

60 0-8: 1. Dylan Lord; 2. Daryl Ecklund 3. Blake Mitchell 4. Shane Smith.

60 9-11: 1. Todd Gosselaar 2. Jay Benanno; 3. Austin Jones; 4. Shane Mitchell.

80 BEG: 1. Jason Dubin; 2. Shaun Mitchell; 3. George LaMonte; 4. Chris Thompson; 5. Jeff Peavler.

80 NOV: 1. Christopher Gosselaar; 2. Levi Reed; 3. Joel Nelson; 4. Bob Arens; 5. Clint Shepard.

80 INT: 1. Chris Neitzel.

125 BEG: 1. Dan Farrar; 2. Tony Green; 3. Jeff Neal; 4. Doug Ellis; 5. Brad Armstrong.

250 BEG: 1. Dan Bushey; 2. Toss Ferguson; 3. Ray Harp; 4. Myke Strefford; 5. Greg Carlton.

500 BEG: 1. Nue Nichols; 2. Ken Durer; 3. Greg Wilkins; 4. Ress Williams; 5. John McMartin.

125 NOV: 1. Dean Ostrander; 2. Cliff Cook; 3. Dustin Dailey; 4. Richard Stewart; 5. Maxio Pace.

250 NOV: 1. Carl Nunes; 2. Brett Former; 3. Monte Pritchett; 4. Robert Webber.

500 NOV: 1. Chris Craft; 2. Charlie Strong; 3. Scott Curtis.

125 INT: 1. Loren Jenkins.

250 INT: 1. Ty Kady; 2. Owen Dickson; 3. Jeff Ratzloff; 4. Chip Rotan; 5. Doug Yamell.

125 PRO: 1. Andy Grider; Craig Mason.

250 PRO: 1. Jon Wilson.

JR VET BEG: 1. Andrew Caiger; 2. Corrado Meneghello; 3. Steve Hill; 4. Mike Webber; 5. Bob Hausman.

JR. VET NOV: 1. Gary Noble; 2. Joe DeGano; 3. Kevin Cherry; 4. Mike Manescaichi; 5. Martin Ansorge.

JR VET INT: 1. Darren Elliott; 2. Brian Hill.

JR VET EXP: 1. Doug Yamell; 2. Rob Petrin; 3. Scotty Walker.

VET BEG: 1. Ted Wadlington; 2. "Big" Mike Borger; 3. Doug Tempo; 4. Eric Haward; 5. Ken Link.

VET NOV: 1. Frank Costanzo; 2. Leo Saul; 3. Karl Allen; 4. Bill Kolkman; 5. Bill Wingering.

VET INT: 1. Jere Mason; 2. Scott Curtis; 3. Doug Taft; 4. Charlie Strong; 5. Doug Cai.

VET EXP: 1. Ken Neitzel; 2. Carl Gazafy; 3. Scotty Walker.

SR. INT. 1. Ken Renaux; 2. Gary Egloff; 3. Bob Dunham.

SR. NOV. 1. Robert Linville; 2. Bruce McCock.

SR. BEG: 1. Rick Early; 2. Hans Guggenmos.

VINTAGE: 1. Dennis Ivarsson; 2. Gary Egloff; 3.; Phillip Zellmer.

Cheselske a champ at Starwest Supercross

By David Procida

PERRIS, CA, MAY 1

Tulare Honda's Aaron Cheselske aced both motos of the 12-13 year-old 80cc class to come away as the overall class winner at the second round of the Starwest Supercross Ticket Give-A-Way Series.

In moto one, Robbie Couse jammed out of the gate in front of everyone, but just when he looked as if he had control of the lead, his Kawasaki slid out from underneath him and left him at the back of the pack.

Danny Carlson avoided the fallen rider and assumed his position at the front with Cheselske and Tyson Taylor hot on his heels. Cheselske began to look for Carlson's weak spot, and for the next couple of laps studied his lines.

On the third go-round, Cheselske stuck to Carlson's rear fender up until the pair rounded the corner leading up to "Twin Peaks', the infield double jump. Cheselske went wide out to the berm and blasted his way past Carlson with a 40-foot jump, easily clearing the double.

Carlson was hot and closed up the gap as the two soared over the finish-line tabletop. Carlson made his presence known as he stuck his front wheel inside of Cheselske's Honda, but to no avail.

As the pair once again approached the Twin Peaks jump, Carlson elected not to double as Cheselske soared out of his reach. Meanwhile, Gouse was charging up from the back of the pack and now had Taylor in his sights.

Couse was the only other 80cc rider clearing the double, and used it to sky past Taylor and into third. The laps were clicking off as Couse tried to close the gap on the leaders. Up front, Cheselske continued to open a larger gap between himself and Carlson, and went on to take the checkered with a safe margin.

Carlson was second, ahead of Couse and Taylor.

When the gate dropped for moto two, Cheselske was on the money as far as his timing went and he led the pack through turn one. Carlson was a strong second with Couse hounding him all the way.

As the pack funnelled through turn two, Couse went wide and pulled alongside Carlson as they crested the Pyramid step-down, then railed the outside line to shoot past Carlson. Just when he had Cheselske in his sights, Couse again went down, this time on the step-down before the snake pit.

Carlson began to close on Cheselske, but the double-jump once again proved to be his deterrent. Couse had recovered from his fall, but was now a lap down and out of contention for any of the top three slots.

Up front, Cheselske was styling for the crowd as he put his Honda CR80 on cruise control and rode to the checkered with Carlson and Taylor following him across the finish to complete the top three positions.

Results

P/W STK BEG: 1. Joshua Grart (Yam); 2. Andrew Nason (Yam).

P/W STK: 1. Joey Christy (Yam); 2. JR Williams (Yam); 3. Scott Simon (Itj); 4. James Baker (Yam).

P/W MOD: 1. Nick Alvarez (Yam); 2. J.J. Hall (Yam); 3. Daton Beavers (Yam); 4. Tyson Talkirigton (Yam).

60 (6-8): 1. Jason Ciaretta; 2. Ryan Couse (Kaw); 3. Derrick McClintock (Kaw); 4. Jesse Mock (Kaw); 5. Scott Simon (Kaw).

60 (9-11): 1. Scott Nelson (Kaw); 2. J.J. Hall (Kaw); 3. Steve Gonzalez (Kaw); 4. Cole Beavers (Kaw).

80 (0-11): 1. Bryan McGavran (Yam); 2. Bryan Jaramillo (Kaw); 3. Scott Nelson (Suz); 4. Sean Hamblin (Yam); 5. Greg Landers (Kaw).

80 (12-13): 1. Aaron Cheselske (Hon); 2. Danny Carlson (Kaw); 3. Tyson Taylor (Yam); 4. Robby Couse (Kaw).

125 BEG D-1: 1. Nephi Dummar (Yam); 2. Robert Morgan (Kaw); 3. Torry Gray (Hon); 4. John Bracamorit (Yam); 5. Lloyd Lester (Hon).

125 BEG D-2: 1. Tore Amato (Hon); 2. Jason Omanson (Hon); 3. Eddie Legliu (Kaw) 4. Josh Fink (Suz); 5. Nick Norton (Suz).

125 NOV: 1. Dean Van Ripper (Kaw); 2. David Hughes (Suz); 3. Brian Brown (Hon); 4. Dan Hansen (Kaw); 5.. Wilson Nichols (Suz).

125 INT: 1. Shawn Ellis (Suz).

125 PRO: 1. Donald Upton (Yam); 2. Jason DePatto (Hon); 3. Yuichiro Kawasima (Hon).

250 BEG: 1. Gary Hein (Suz); 2. Jimmie Deever (Yam); 3. Robert Kuhry (Hon); 4. Jeff Cemensky (Kaw); 5. Axel Mnich (Kaw).

250 NOV: 1. David McCown (Hon); 2. Troy Morgan (Yam); 3. Jon Thomas (Hon); 4. Johnny Aragon (Kaw); 5. Jan Zuidema (Yam).

250 INT: 1. Bobby Hubbard (Kaw).

250 PRO: 1. Donald Upton (Yam); 2. Mke Fisher (Kaw).

25+ BEG: 1. Tony Gray (Hon); 2. Jim Mangold (Yam); 3. Larry Baker (Yam); 4. Peter Jenkins (Hon); 5. Rich Waite (Suz).

25+ NOV: 1. Tony Feldhaus (Hon); 2. Fred Theil (Hon).

30+ BEG: 1. Jon Nixon 2. Johnny Jackson (Kaw); 3. Scott Davis 4. Rick Karr (Kaw); 5. John Haddad (Yam).

30+ NOV: 1. Jon Thomas (Hon); 2. Jim Henn (Suz); 3. Scott Highland (Suz); 4. Dave Simon (Yam); 5. Dan McClirtock (Yam).

The Dry Valley Cross Country saw Cal Burch race to the Amateur class win.

30+ INT: 1. Jack Landers (Hon); 2. Quint Smith (Suz); 3. Buc Ybarra (Hus).

Burch bombs Dry Valley CC

By Mark Childre

MONTAGUE, TX, MAY 2

The wet weather just wouldn't let up for the sixth round of the Texas Cross Country Series, but that didn't stop Cal Burch from ravaging the Amateur classes with an Open class win.

The North Texas race site was, for the second year in a row, ravaged by a torrential downpour early Sunday morning, turning Dry Valley into a quagmire. The track layout was certainly one of the fastest this year, but the weather was certain to keep the speeds down for most racers. While the track did rut badly in several areas and the clay base of other areas proved to be slick as ice, much of the sandy sections of track held up well. Everything was passable after a pre-race re-route of a slick clay hill that was giving even the best riders trouble.

The Amateur event was the first of the day with over half of the 300-plus racers taking to the track. Burch was unstoppable in the mud after taking the holeshot and leading from start to finish. Second in the Open Amateur class and third overall went to John Giacometto. Burch's closest competition came from the 125cc Amateur class, as Greg Lawrason smoked the competition and pulled within two minutes adjusted time of taking the overall.

The competition for the Expert Overall was much closer as Mike Abbott went unchallenged in the Open Expert class but was separated by only seconds on adjusted time from Over 30 Expert mud specialist, Darryl Smith. Smith didn't give his class much of a chance either after gating poorly and running down the early leader, Steve Reavis. Abbott, on the other hand, had clear sailing out front with the slower pro riders providing the only traffic problems.

Another strong showing came from the 250cc Expert ranks, with Yamaha-mounted Gary Benton and Tracy Anders going head to head. Benton took the holeshot and led early into the race until going down trying to pass one of the Open class riders. Anders was on his fender and crashed into Benton. Anders was the first one up and took the lead. Benton stated that he "crashed six times in the first lap." After regaining composure, Benton reeled Anders in by the check point in the second lap.

Benton took the class win and third overall, while Anders secured the runner-up spot and fifth overall.

The man who rides mud like it were dry took another big victory in the Pro ranks at the Dry Valley event. There was not a soul who could match the blistering pace of KTM USA/MSR/Duralube/Super B Fuels/KTM of Fort Worth-backed Dean Lane. His return from injury has been quite amazing, and three back-to-back wins has definitely turned around what appeared to be a doomed season. While Lane suffered from another poor start, Clay Hoenshell looked good for the holeshot.

"I thought I had it (the holeshot). And then, somehow, Steve Mack pulled underneath me. I stalled the bike trying to avoid Steve and restarted dead last," said Hoenshell. Lane was right behind Hoenshell in the first turn and had to swing wide to avoid him. "I guess I was about fifth out of the turn. I got the holeshot at the first race and haven't had a good start since. I passed everyone in the first long straightaway. I doubled out of the big rolling whoops and passed Mack there," said Lane. "That was pretty much the race."

Hoenshell wasn't quite as comfortable in the mud and took a little longer to reel in Steve Mack. Hoenshell was by third place, Jeff Pearson, in the second lap, but Mack proved to be more challenging as the two exchanged position several times.

"The first time I caught Steve, he went wide through a mud hole and I thought I would just hit the middle and pass him. There was a wall under the water and I crashed. My bike was almost totally under water," said Hoenshell.

Hoenshell finally got the bike drained and caught Mack late in the race. He went on to pass him, but he couldn't hold off Mack in the fast sections. While Hoenshell and Mack were going at it, Lane was pulling away, wrapping up the win with over a three-minute advantage. Hoenshell won his battle with Mack, taking the runner-up spot.

Results

PRO: 1. Dean Lane (KTM); 2. Clay Hoenshell (Suz); 3. Steve Mack (Hon); 4. Jeff Pearson (Yam); 5. Scott Stidd (Yam).

EX O/A: 1. Mike Abbott (Yam); 2. Darryl Smith (Yam); 3. Gary Benton (Yam); 4. Oliver Benetis (Hon); 5. Tracy Anders (Kaw).

OPEN EX: 1. Mike Abbott (Yam); 2. Eli Harris (KTM); 3. Johnny Lamance (Hon); 4. Ray Jennings (Yam); 5. Todd Tarver (KTM).

250 EX: 1. Gary Benton (Yam); 2. Tracy Anders (Kaw); 3. Erik Neilson (Yam); 4. Bobby Southard (Yam); 5. Adrian Jacobs (Yam).

200 EX: 1. Tom Robinson (Kaw); 2. Mark Wall (Yam); 3. Brian Otto (Kaw); 4. Larry Preston (Kaw); 5. Darryl Pritchett (Kaw).

125 EX: 1. Oliver Benetis (Hon); 2. Tod Myers (Hon); 3. Glen Boyett (Yam); 4. Steven Davis (Hon); 5. Chuck Carlin (Hon).

+30 EX: 1. Darryl Smith (Yam); 2. Greg Edgerton (Hon); 3. Mark Childre (KTM); 4. Frank Shacklee (Yam); 5. John Cartwright (Kaw).

+38 EX: 1. Sam Baker (Hon); 2. John Krawczyk (KTM); 3. Skip Wilson (KTM); 4. Eddie Gillis (Hon); 5. Mike Gleason (Hon).

+45 EX: 1. Loyd Baker (Hon); 2. Gene Pannell (Yam); 3. Bill Fleming Sr. (Yam); 4. Jerry Boren (Kaw); 5. Larry Perry (Yam).

MINI EX: 1. Robert Scherer (Kaw); 2. Corey Pratt (Kaw); 3. Bo Baker (Kaw); 4. Chris DeJarneatt (Kaw); 5. Jason Childre (Hon).

WMN EX: 1. Gayle Culpepper (Yam); 2. Serina DeJarneatt (Yam); 3. Cynthia Weeks (Kaw); 4. Laura Hancock (Kaw); 5. Lisa Scherer (Suz).

250 INT: 1. Brian Rick (Hon); 2. Steve Gillis (Hon); 3. Blake Silva (Yam); 4. Frank Frazier (Yam); 5. Jeremy Ahlman (Suz).

+30 INT: 1. Norbert Gromelski (Kaw); 2. Wally McKinnion (Yam); 3. Randall Wolford (Hon); 4. Larry Zimmerman (Hon); 5. Roger Geary (Hon).

+38 INT: 1. Randy Hamlin (Yam); 2. Mike Fussell (Yam); 3. Billy Hutson (Yam); 4. Jim Everheart (Yam); 5. Mike Reed (Kaw).

+45 INT: 1. Butch Lawrason (Kaw); 2. Mike Nalley (Kaw); 3. Doyle Rogers (Yam); 4. Kerry Foster (Kaw); 5. Trafton Kelley (Kaw).

4-STRK: 1. David Culpepper (Hon); 2. Eric Hess (Suz); 3. Courtney Christian (Hon); 4. Jim McQueary (Hus); 5. Brent Sellers (Hon).

AM O/A: 1. Cal Burch (Hon); 2. Greg Lawrason (Kaw); 3. John Giacometto (Kaw); 4. Richard Dux (Kaw); 5. Tobi Fisk (Suz).

250 AM: 1. Russell Weeks (Hon); 2. Don Henson (Kaw); 3. Jody Wall (Kaw); 4. Leroy Schmidlkofer (Yam); 5. Mike Toberman (Yam).

200 AM: 1. Travis Rathburn (Kaw); 2. Talmage Lawson (Kaw); 3. Paul Mizar (Kaw); 4. Brian Walker (Kaw); 5. Scottie Crutchfield (Kaw).

OPEN AM: 1. Cal Burch (Hon); 2. John Giacometto (Kaw); 3. Russ Clark (KTM); 4. Robert Smith (Hbg); 5. Todd Hamell (Hus).

125 AM: 1. Greg Lawrason (Kaw); 2. Richard Dux (Hon); 3. Tobi Fisk (Suz); 4. Todd Gleason (Hon); 5. John Powers (Hon).

+30 AM: 1. John Jackins (Kaw); 2. Allen Forsythe (Hus); 3. Rick Brightwell (KTM); 4. Ronny Donald (Hon); 5. Greg Ollom (Hus).

+38 AM: 1. James DeJarneatt (Kaw); 2. Wayne Williams (Kaw); 3. Gerald Shoaf (Hon); 4. Thomas Moore (Yam); 5. Wayne Reeves (Yam).

+45 AM: 1. Ted Kerico (Hon); 2. John Davenport (Kaw); 3. Kathy Neilson (Suz); 4. Dale Little (Kaw); 5. Joe Smith (Yam).

Walters roosts Riverfront MX

By John Silva

MARYSVILLE, CA, MAY 8

Spud Walters won both the 125 and 250cc Pro classes at Marysville's Riverfront Park at the CMC Sunstar Sprockets Spring Classic. The Dublin Suzuki-backed racer notched three moto wins to pocket a generous portion of the over $400,000 in available series contingency, in addition to the respectable purse.

The 125cc Pros ran in the first race of the evening, enjoying the luxury of a relatively smooth track. Michael Brandes, Scott McElroy, Greg Tirheimer, and Trevor Meagher led Walters through the first turn, and by the end of the first lap, Brandes had a narrow lead. On lap three Walters moved into third by passing Tyler Hummel and Scott McElroy. Walters engaged Tirheimer in a furious battle for second place. Walters emerged victorious on lap four.

Tyson Vohland had gated poorly, but worked his way quickly through the pack. By midrace, Vohland was locked in a battle for fifth with Hummel and Lowell Moural Jr. A slight bobble by Hummel gave Vohland the advantage, and a solid grasp of fifth place.

Out front Brandes and Walters set a blistering pace and, as a result, they put a considerable distance on the field. Back and forth, inside to outside, the battle raged lap after lap and only intensified when the white flag was displayed. The dicing duo appeared to make contact on several occasions, but neither rider fell. Walters gained the final advantage as the racers sprinted

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- ★ 1992 AMA National MX Season Review
- ★ Dirt Devils
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MOTOCROSS

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USG P as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150B) '92 Gainesville MX Nationals
48 minutes from Powersports Video.

(#151B) '92 Sacramento MX Nationals
48 minutes from Powersports Video.

(#153B) '92 Mt. Morris MX Nationals
48 minutes from Powersports Video.

(#154B) '92 Buchanan MX Nationals
48 minutes from Powersports Video.

(#155B) '92 Southwick MX Nationals
48 minutes from Powersports Video.

(#156B) '92 Troy MX Nationals
48 minutes from Powersports Video.

(#157B) '92 Washougal MX Nationals
48 minutes from Powersports Video.

(#158B) '92 Binghamton MX Nationals
48 minutes from Powersports Video.

(#159B) '92 Delmont MX Nationals
48 minutes from Powersports Video.

(#160B) '92 Budd's Creek MX Nationals
48 minutes from Powersports Video.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

SUPERCROSS

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 /50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title of "King Wayne" in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81 B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91 - White Lightning brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 105 minutes from Duke Video USA.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their rivalry at the Brainerd USA round of the 1991 World Superbike Series, the last World Superbike race run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

SPEEDWAY

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

CRASHES

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleasi 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

VINTAGE

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnellil Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO

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The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking like new-and save hundreds of dollars. Joe Minton hosts. From Tech Tapes.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows your how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club road-racing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

DRAG RACING

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

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MOVIES

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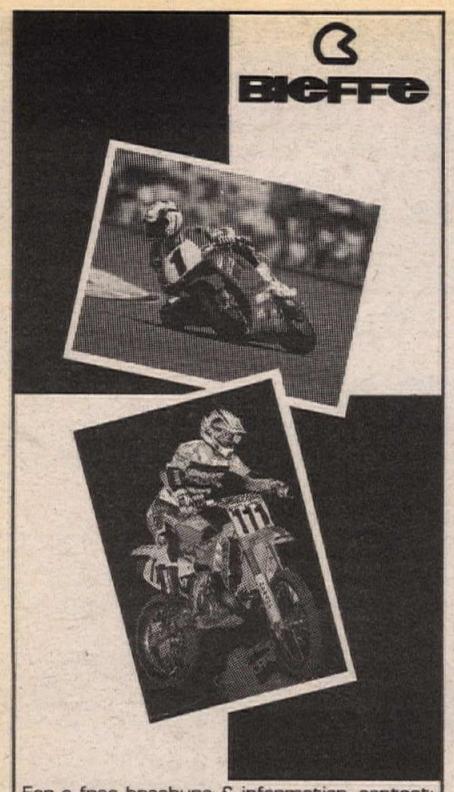

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EVENTS

Shae Bentley led the Senior Mini class into Echeconnee MX Park's first turn.

toward the checkered flag. Brandes gave all, but Walters was slightly ahead at the finish. Tirheimer, Vohland and McElroy rounded out the top five.

Tempers flared when officials assessed Walters a one-position penalty for an earlier infraction, handing first to Brandes. Despite protests, the officials stood firm, and the decision remained.

In the second 125cc moto, Lowell Moural Jr. timed the start perfectly and was chased in the early going by Tirheimer, Walters and Vohland. Moural enjoyed a slight lead at the end of the first lap. Unobstructed by traffic, Moural used every inch of the track and his hot lines allowed him to pull away from the dicing pack. Suddenly, Moural took a tumble in a back-section turn: "The front end just slipped out from underneath me and down I went; it really wasn't much of a fall, but it took me a few laps to get back to speed," explained Moural. With Moural down, Tirheimer moved into the lead. Walters and Brandes were battling again with Vohland staying close, but out of harm's way. On lap three Walters suddenly shook loose from Brandes, tore past Tirheimer and took over the lead. Moments later, Brandes also got around Tirheimer.

Once again, Walters and Brandes fought tooth and nail, lap after lap. The battle for the remaining top-10 position was equally intense with Tirheimer, Vohland, Hummel and Chris Barker the main players. By lap six Moural also moved close enough to challenge, but the top five positions remained fixed on the last lap, though the racing was very close. At the checkered flag, Walters took the win, earning him first overall despite the earlier penalty. Brandes, Tirheimer, Vohland and Hummel crossed the line next, in that order.

In the 250cc Pro class Stone-Age Racing-sponsored Tirheimer was the quickest rider at the gate - too quick, it turned out, as he was penalized one lap for jumping the gate. Behind Tirheimer the battle through the first turn was between Trevor Meagher, Brandes, Walters, Sven Stillmock and Derek Watkins. Out front, Tirheimer charged, unaware or unconcerned with his one-lap-down status. As the top riders entered the finish line rockers to complete the first lap, the race was extremely close. Meagher, Moural and Watkins showed great form in this section, gaining time on what was arguably the hot line. Meagher spilled in the west corner, rejoining the race back in 15th place, and could advance no further than ninth by moto's end.

At the halfway signal Tirheimer was still leading but Walters had moved to second and was closing fast. Brandes looked comfortable in third, but fourth-place Stillmock was under attack by Moural. Stillmock appeared to tire somewhat and both Moural and Barker slipped by on lap five.

Shortly after the leaders notched their sixth lap, Walters went under Tirheimer in a high-bermed turn, and for a moment both of their Suzukis tried to occupy the same space. Somehow the two stayed upright and Walters bounced by and into the lead. Next Brandes made an aggressive pass on Tirheimer, dispatching him to third. Actually, both of these high-risk passes were unnecessary because of Tirheimer's actual position.

On the eighth and final lap, Walters reached the flag first, followed by Brandes, Tirheimer, Moural and Barker. The official tally was a bit different, with Moural earning third and Tirheimer 15th.

The close racing continued in moto two. This time, Brandes got the holeshot, with Walters, Tirheimer, Moural and Watkins also leading the early charge. The track had become extremely rough by this point, but lap times were nonetheless down. Slowly but surely, Brandes and Walters distanced themselves from the field. By midrace the top two were ahead by a quarter-lap.

The lead positions remained unchanged until lap six when Vohland made a slick pass on Moural to take over fourth. As they entered the final lap, the fireworks were still flying, as Brandes and Walters continued with "full contact" racing: On the far east corner of the track, the Suzuki pilots collided hard, falling with considerable momentum.

The intense competition had obviously drained both riders of energy and they struggled to remount. Fortunately for Brandes and Walters, they had built such a lead that the race was basically between the two of them, with third quite a ways behind. Walters was the first to recover, and sped down the final straight towards the last turn. Brandes gave chase right to the last second, but Walters won again. Brandes scored a hard-earned second with Moural third overall with his consistent 3-5 moto tally.

Results

500 PRO: 1. Dustin Bloomfield (Hon); 2. Kevin Anderson (Hon); 3. Lance Burgess (Hus).

250 PRO: 1. Spud Walters (Suz); 2. Michael Brandes (Suz); 3. Lowell Moural Jr. (Hon); 4. Chris Barker (Hon); 5. John Stark (Yam).

125 PRO: 1. Spud Walters (Suz); 2. Michael Brandes (Suz); 3. Greg Tirheimer (Suz); 4. Tyson Vohland (Yam); 5. Tyler Hummel (Suz).

250 INT: 1. Jake Windham (Suz); 2. Justin Tiearney (Hon); 3. Dan Barnett (Suz); 4. Joey Shultz (Yam); 5. Bo Riddle (Hon).

125 INT: 1. Justin Tierney (Hon); 2. Joey Schultz (Hon); 3. Jerry Cowley (Hon).

500 AM: 1. Kevin Green (Kaw); 2. Thomas Hampton (Hus); 3. Randy Jennings (Hon).

250 JR: 1. Scott Schubert (Yam); 2. Don Mendenhall (Suz); 3. Craig Weitz (Yam); 4. Matt Kirar (Suz); 5. Dan Nelson (Hon).

125 JR: 1. Charles Tracy (Suz); 2. Ken Bennett (Kaw); 3. Scott Davis (Kaw); 4. Ryan Duntsch (Suz); 5. Ian Radich (Suz).

250 BEG: 1. Dennis Smith (Yam); 2. Geoff Rutherford (Yam); 3. Brian O'Dell (Yam); 4. Blaine Kissenger (Kaw); 5. John Morgan (Hon).

125 BEG: 1. Josh Fisher (Suz); 2. David Lodermeier (Hon); 3. Jason Sturdevan (Suz); 4. Scott Grosser (Suz); 5. Tim Dugham (Suz).

UTH EX: 1. Michael Johnson (Suz).

UTH JR: 1. Don Mendenhall (Suz); 2. Richard Quinones (Hon); 3. Rich Boleman (Yam).

VET PRO: 1. Daniel Turner (Kaw); 2. Randy Chapman (Suz); 3. Lance Burgess (Hus).

VET INT: 1. David Montgomery (Yam); 2. Randy Kerslake (Hon); 3. Jeff Rapetti (Kaw); 4. Ron Sharp (Yam); 5. Kevin Green (Kaw).

VET JR: 1. Tom Murphy (Hon); 2. Bobby Coker (Yam); 3. Jim Dallara (Hon); 4. Mike Gorda Sr. (Kaw); 5. Richard Cox (Suz).

O/T MSTR: 1. Tim Ketcham (Kaw); 2. Tim Colvert (Kaw); 3. Richard Shilling (Yam).

O/T JR: 1. D. Kosovilka (Hon); 2. Jeff Shimizu (Yam); 3. Don Flaner (Kaw).

80 (14-16): 1. Jeff Baldwin (Kaw).

80 (12-13): 1. Weez Northrup (Suz); 2. Brett Racine (Kaw); 3. Jesse Ketcham (Hon); 4. Aaron Cheselske (Hon); 5. Andy Gregg (Kaw).

80 (9-11): 1. Justin Scullen (Suz); 2. Michael Patterson (Kaw); 3. Nathan Tiearney (Hon); 4. Randy Norman (Kaw); 5. Nicolette Harris (Yam).

80 BEG: 1. Mike Gorda Jr. (Kaw); 2. Kyle Garner (Kaw); 3. Evan Laughridge (Yam); 4. Dustin Miller (Kaw); 5. Monty Merrithew (Suz).

60 (9-11): 1. Randy Norman (Kaw); 2. Bryan Schulz (Kaw); 3. Mikie Northrop (Kaw).

60 (0-8): 1. Jimmy Hazel (Kaw).

P/W: 1. Kevin Shimizu (Yam).

Brown, Sybert scorch Echeconnee Motocross

By Gary Crider

MACON, GA, MAY 2

Honda rider Mike Brown scorched the track en route to the 125 and 250cc A class wins while Team Green's Jason Sybert netted double honors in the 125cc B and Unlimited Amateur divisions at Echeconnee MX in round five of the AMA Southeastern Regional MX Championship MegaSeries. Pro Action's Doug Harvey was in top form as he won three motos on his way to the Plus 25 C and Plus 30 C class wins. Ricky Carmichael was perfect in Senior Mini and Schoolboy action. Nearly 400 entrants from 11 states were on hand for the double-points paying event.

The top five finishers in the Plus 30 A division turned out to be from five different states. Topping the list was Florida's Kevin Knight who overcame a slow second moto start and won both motos over Darryl Heisler of Alabama. Georgia's Gary Graham, making his A division debut, placed third ahead of Kentucky's Mark Guy and Kerry Jones of Tennessee.

The 250cc B class riders produced a good contest as Alaskan John Fesler shared moto wins with local ace Rod Stuckey. After winning the opening round over Fesler, Stuckey holeshot the moto two start but fell back to a sixth place finish. Stuckey had to setttle for fourth overall while Fesler took over for the win and the overall. Series points leader Shawn Schultz was second.

Florida's Ken Jones ran into problems in the Schoolboy class, finishing 16th overall, but redeemed himself in the 125cc C class with holeshots in both motos and 2-1 finishes for the gold over Jeff Giese and Michael D'Amico.

Marcus Lanford topped the 250cc C class by sweeping both motos after a day-long battle with Clark Stiles. Stiles was held to fifth overall as a spill in the first moto set him back to an eight place finish. Richard Fountain was second overall.

Jeffrey Fields and Jason Wood shared moto wins in the 50cc Stock division where Fields prevailed via his 2-1 tally over Wood. Series leader Zach Rutledge was set back in a crash while leading the first moto and netted fourth overall.

Fields returned in the faster-paced 50cc Modified class to bang handlebars with Adam Laskowski. Both riders laid claim to a moto win, but it was Laskowski on top over Fields and Wood.

Woody Strickland ran away with the Plus 40 first moto while Warner Wilbourn and Randy Tillery waged war behind him. Their dice for second spot was not decided until the final straight when Tillery shot past at the flag.

Strickland sped away at the start of moto two, netting a perfect score. Wilbourn and Tillery started and ended their second moto battle early this time as they collided in turn four after the start. They were set back to fourth and fifth overall, respectively, while Larry Hamrick stepped up to claim runner-up gold over Terrell Welborn. CN

Results

50 STK: 1. Jeffrey Fields (Yam); 2. Jason Wood (Yam); 3. Adam Laskowski (Yam); 4. Zach Rutledge (Yam); 5. Justin Holstein (Yam).

50 MOD: 1. Adam Laskowski (Yam); 2. Jeffrey Fields (Yam); 3. Jason Wood (Yam); 4. Chris McCorkel (Yam); 5. Matt Miller (Hon).

60: 1. Aaron Lindsey (Kaw); 2. Joshua Summey (Kaw); 3. Chad Alritton (Kaw); 4. Donald Wilkes (Kaw); 5. J.R. Morrow (Kaw).

80 D: 1. Thomas Emmett (Yam); 2. Jessee Kington (Suz); 3. Trey Powell (Kaw); 4. Jeremy McCorkel (Kaw); 5. Casey Bullington (Suz).

JR MINI: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Jessie Ballard (Suz); 4. Robert Franell (Yam); 5. Thomas Emmett (Yam).

SR MINI: 1. Ricky Carmichael (Kaw); 2. Shae Bentley (Kaw); 3. Jarrett Tipping (Suz); 4. Chad Murphy (Suz); 5. Josh Scott (Hon).

SCHBY: 1. Ricky Carmichael (Kaw); 2. Jarrett Tipping (Suz); 3. Jimmy Briggs (Hon); 4. Shae Bentley (Kaw); 5. Brian Thornburg (Yam).

125 D: 1. Eric Burrell (Hon); 2. Troy Seagraves (Kaw); 3. Bradley Badgett (Hon); 4. Marc Newman (Kaw); 5. Wesley Stiles (Hon).

250/500 D: 1. Jack Gill (Hon); 2. David Manchester (Hon); 3. Matthew Motley (Hon); 4. Rick Martin (Kaw); 5. John Becker (Hon).

125 C: 1. Kenneth Jones (Hon); 2. Jeff Giese (Suz); 3. Michael D'Amico (Suz); 4. Joseph Roland (Suz); 5. John Ward (Suz).

250 C: 1. Marcus Lanford (Suz); 2. Richard Fountain (Suz); 3. Steve Dumond (Suz); 4. Rusty Roberts (Yam); 5. Clark Stiles (Hon).

125 B: 1. Jason Sybert (Kaw); 2. Jarrett Tipping (Suz); 3. Shawn Schultz (Kaw); 4. Jimmy Briggs; 5. John Fesler (Suz).

250 B: 1. John Fesler (Suz); 2. Shawn Schultz (Kaw); 3. Wallace Fincher (Kaw); 4. Rod Stuckey (Kaw); 5. James Grier (Hon).

OPEN AM: 1. Donny Banks (Hon); 2. Chris Shortridge (Hon); 3. Ron Jones (Hon); 4. Kevin Mathews (Hon); 5. Benny Durrough (KTM).

ENDR: 1. Chris Williams (Yam); 2. Billy Burton (Kaw); 3. Chris Snyder (Hon); 4. Andrew Bass (Kaw); 5. Rodney Williams (Suz).

U/L AM: 1. Jason Sybert (Kaw); 2. Jacob Fogg (Kaw); 3. Rod Stuckey (Kaw); 4. James Grier (Hon); 5. Wayne Wilkie (Kaw).

25+ C: 1. Doug Harvey (Yam); 2. Chris McDonald (Kaw); 3. Robert Woody (Suz); 4. Joseph Roland (Suz); 5. Kirk Brock (Yam).

25+ B: 1. Chris Shortridge (Hon); 2. Bobby Gilbert (Kaw); 3. Dell Ellanson (Yam); 4. Tim Stokes (Yam); 5. Larry Sparks (Kaw).

25+ A: 1. Tommy Martin (Hon); 2. Kevin Knight (Hon);p 3. Darryl Heisler (Hon); 4. Rock Wood (Kaw); 5. Kerry Jones (Suz).

30+ C: 1. Doug Harvey (Yam); 2. Rusty Cohen (Hon); 3. Rusty Roberts (Yam); 4. Chuck Bailey (Hon); 5. Jay Eastman (Yam).

30+ A: 1. Kevin Knight (Hon); 2. Darryl Heisler (Hon); 3. Gary Graham (Hon); 4. Mark Guiy (Yam); 5. Kerry Jones (Suz).

40+: 1. Woody Strickland (Yam); 2. Larry Hamrick (Suz); 3. Terrell Welborn (Suz); 4. Warner Wilbourn (Kaw); 5. Randy Tillery (Kaw).

125 A: 1. Mike Brown (Hon); 2. Chad Lough (Suz); 3. Ryan Reynolds (Hon); 4. Tommy Martin (Hon); 5. Nathan Ramsey (Suz).

250 A: 1. Mike Brown (Hon); 2. Tommy Martin (Hon); 3. Ryan Reynolds (Hon); 4. Patrick Hizel (Yam); 5. Nathan Ramsey (Suz).

SPEC OPEN: 1. Braxton Bragg (Hon); 2. Lane Coile (Hon); 3. Jamie Yelton (Hon); 4. Jason Gorby (Suz); 5. Donald Cook (Hon).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

* World C'ship Road Race Series

6/13	Hockenheim, Germany
6/26	Assen, Holland
7/4	Catalunya, Spain
7/18	Mugello, Italy
8/1	Donington, England
8/15	Brno, Czechoslovakia
9/5	Misano, Italy
9/12	Laguna Seca, CA, USA
10/3	Kyalami, South Africa

* Tentative

World C'ship Superbike Road Race Series

5/30	Albacete, Spain
6/13	Estoril, Portugal
6/27	Misano, Italy
7/11	Zeltweg, Austria
7/18	Brno, Czechoslovakia
8/8	Anderstorp, Sweden
8/22	Johor, Malaysia
8/29	Sugo, Japan
9/12	Assen, Holland
9/26	Monza, Italy
10/3	Donington Park, England
10/24	Mexico City, Mexico

World C'ship 125cc MX Series

5/16	Gdynia, Poland
5/23	Berghem, Netherlands
6/6	Holice, Czechoslovakia
6/13	Gerstetten, Germany
6/20	Borgo Mag., San Marino
7/18	Laguepie, France
8/1	Interlagos, Brazil
8/8	Amtitlan, Guatemala
8/29	Janjimup, Australia

World C'ship 250cc MX Series

5/23	Laubus-Esch., Germany
6/13	Lommel, Belgium
6/20	Foxhill Park, England
6/27	Vernon Mount, Ireland
7/11	Maracay, Venezuela
7/18	Budds Creek, Maryland, USA
8/1	Nykoping, Sweden
8/8	Vantaa, Finland
8/22	Suzuka, Japan

Info 614/891-2425

World C'ship 500cc MX Series

5/23	Salo, Finland
6/6	Faenza, Italy
6/20	Kaposvar, Hungary
7/4	Arganil, Portugal
7/18	Mill, Netherlands
8/1	Namur, Belgium
8/8	Folkendange, Luxembourg
8/22	Sverepec, Czechoslovakia
8/29	Geneva, Switzerland

Motocross des Nations

9/12	Schwanenstadt, Austria

International Six Days Enduro

10/11-16	Assen, Holland

World C'ship Endurance Road Race Series

5/22-23	Catalunya, Spain
6/19-20	Anderstrop, Sweden
7/3-4	Francorchamps, Belgium
7/25	Suzuka, Japan
9/18-19	Paul Ricard, France
10/17	Johor, Malaysia
10/24	Phillip Island, Australia

World C'ship Observed Trials Series

5/23	Gefreen, Germany
5/30	Nepomuk, Czechoslovakia
6/6	Stryszow, Poland
6/27	Bergamo, Italy
7/4	Colombier-le-Vieux, France
7/18	Vielia, Spain
7/25	St. Julian, Andorra
9/5	Vantaa, Finland
9/12	Kinna, Sweden
9/26	Pateley Bridge, England

Trial des Nations

10/2	Kilbroney, Ireland

AMA Grand Nat'l C'ship Series

5/30	Springfield. IL M
6/5	Mineralwells, WV HM
6/19	Dallas, TX HM
6/26	Lima, OH HM
7/3	Lake Odessa, MI HM
7/10	Hagerstown, MD HM
7/17-18	Syracuse, NY M
7/31	Oklahoma City, OK HM
8/8	Peoria, IL TT
8/11	Rapid City,SD HM
8/21	Indianapolis, IN M
8/28	Mineralwells, WV HM
9/5	Springfield, IL M
9/18	Castle Rock, WA TT
10/2	Sacramento, CA M
10/9	Pomona, CA HM

Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

5/22	Castle Rock, WA TT
6/13	Peoria, IL TT
7/24	Oxford, ME ST
9/11	Bellingham, WA ST

Info 61/891-2425

AMA 883 Nat'l C'ship Dirt Track Series

6/5	Mineralwells, WV HM
6/19	Dallas, TX HM
6/26	Lima, OH HM
7/3	Lake Odessa, MI HM
7/10	Hagerstown, MD HM
7/18	Syracuse, NY M
8/11	Rapid City, SD HM
9/5	Springfield, IL M

Info 614/891-2425

AMA Continental Tire 883 Nat'l C'ship Series

6/5	Mineralwells, WV HM
6/9	Milwaukee, WI RR
6/13	Elkhart, WI RR
6/26	Lima, OH HM
8/11	Rapid City, SD HM
10/9	Ponoma, CA HM
10/24	Daytona Beach, FL RR

Info 614/891-2425

AMA Regional C'ship Dirt Track Series

5/22	Norwalk, OH HM
5/23	Springfield, OH HM
5/29	Springfield, IL M
5/31	York, PA HM
6/12	Dayton, OH HM
6/25	Orrville, OH HM
7/4	Frederick, MD HM
8/27	Greenville, OH HM
9/17	Castle Rock, WA TT

Info 614/891-2425

AMA Camel Supercross Series

6/5	San Jose, CA
6/12	Las Vegas, NV

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

5/30	Mt. Morris, PA
6/20	Sacramento, CA
7/4	Buchanan, MI
7/11	New Berlin, NY
7/25	Troy, OH
8/1	San Bernardino, CA

Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series

8/8	Washougal, WA
8/15	Millville, MN
8/29	Binghamton, NY
9/5	Delment, PA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

6/12-13	Elkhart Lake, WI
6/19-20	Loudon, NH
7/17-18	Braselton, GA
7/31-8/1	Brainerd, MN
8/7-8	Lexington, OH
8/28-29	Sonoma, CA
10/2-3	Atlanta, GA

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

7/11	Hookstown, PA
7/25	S. Edmeston, NY
9/12	Millfield, OH
10/24	Flat River, MO
11/7	Wickenburg, AZ

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

5/23	Perkinston, MS
8/1	Teller City, CO
8/8	Lansing, MI
9/5	New Waverly, TX

Info 614/891-2425

AMA Nat'l Reliability Trials Series

5/30	McArthur, OH
6/5-6	Boise, ID
6/11-13	Bellingham, WA
6/26-27	McMinnville, OR

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

5/15	Wells, NV
9/12	Wendover, NV
10/24	Lucerne Valley, CA

Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Nat'l Cross Country Series

6/6	Millfield, OH
6/20	Davis, WV
8/29	Laurelville, OH
9/19	Bunner Ridge, WV
10/3	Elkins, WV
10/17	Elizabeth, WV
10/31	Mt. Morris, PA

Info 304/594-1157

AMA Nat'l C'ship Hillclimb Series

6/6	Jefferson, PA
6/13	Freemansburg, PA
6/20	Avoca, NY
7/11	Logan, OH
8/1	Jefferson, PA
9/12	Freemansburg, PA
9/19	Middlebury, IN
9/26	Jefferson, PA
10/10	Oregonia, OH

Info 614/891-2425

AMA Suzuki Dual Sport Trail Ride Series

5/22-23	Hillsboro, OR
5/5-6	Lesterville, MO
6/12-13	Davis, WV
7/10-11	Wofford Hts., CA
8/1-7	Cadilliac, MI
8/14-15	Yamhill, OR
9/11-12	Land Between Lakes, KY
9/18-19	Berkshire, NY
9/25-26	Columbus, IN
10/2-3	McArthur, OH
10/9-10	Plymouth, MA
10/9-10	Angels Camp, CA
10/23-24	Cottonwood, AZ
11/26-28	L.A. to Barstow to Las Vegas

Info 614/891-2425

AMA Southeastern Regional MX C'ship Mega Series

5/22-23	Blountville, TN
6/6	Kingsport, TN
6/13	Blountville, TN
7/4	Axton, VA
7/10-11	Blountville, TN
7/25	Wytheville, VA
8/1	London, KY
8/22	Blountville, TN
9/12	Blountville, TN
10/23-24	Blountville, TN

Info 615/323-5497

AMA/CCS C'ship Cup Series

5/22-23	MW GL Brainerd, MN
5/31	SF W. Palm Beach, FL
5/29-30	SE Faulkville, GA
5/29-30	NE Bridgehampton, NY
6/5-6	MW Beloit, IL
6/5-6	SW Las Vegas, NV
6/5-6	SC Topeka, KS
6/12-13	Elkhart Lake, WI
6/12-13	MA Summit Point, WV
6/12-13	MW GL Grattan, MI
6/12-13	NE Loudon, NH
6/19-20	Loudon, NH
6/19-20	SW Phoenix, AZ
6/26-27	SF SE AHRMA Braselton, GA
7/3-4	GL Grattan, MI
7/3-4	NE Bridgehampton, NY
7/3-4	SC Topeka, KS
7/10-11	SF W. Palm Beach, FL
7/17-18	Braselton, GA
7/17-18	MA Summit Point, WV
7/17-18	NE Loudon, NH
7/24-25	MW GL AHRMA Beloit, IL
7/31-8/1	Brainerd, MN
7/31-8/1	SF SE Faulkville, GA
7/31-8/1	NE Bridgehampton, NY
8/7-8	Lexington, OH
8/14-15	SF W. Palm Beach, FL
8/21-22	MW AHRMA Beloit, IL
8/28-29	Sears Point, CA
8/28-29	SF SE Talladega, AL
8/28-29	GL AHRMA Grattan, MI
8/28-29	NE Loudon, NH
9/4-5	SF SE Faulkville, GA
9/4-5	NE Bridgehampton, NY
9/4-5	SW Las Vegas, NV
9/11-12	MA Summit Point, WV

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Photo: Brian Hellweg

Jeremy McGrath

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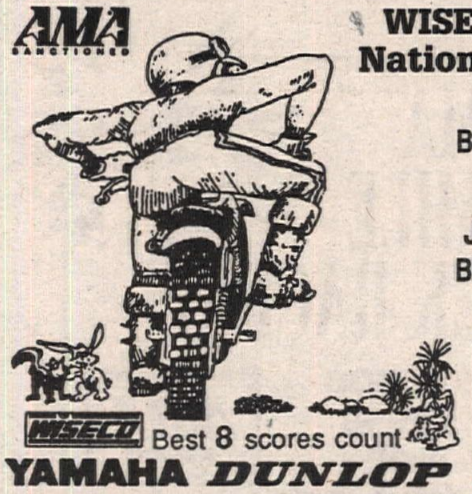

WISECO/YAMAHA/DUNLOP National Cross Country Series

June 5/6 (Round 7)
BURR OAKS - Millfield, OH
Rt. 13 east of Athens to Millfield (614) 653-7395

June 19/20 (Round 8)
BLACKWATER - Davis, WV
Rt. 219 to Rt. 32 into Canaan Valley (304) 259-5315

SATURDAYS QUADS RACE - 1 PM
SUNDAYS BIKES RACE - NOON

Entries and Information
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1993 NEW YORK / NEW ENGLAND SHORT TRACK EVENTS

SQUARE DEAL RIDERS - Harpursville, NY

May 22-23	NY Short Track Championship*	Aug. 28	Short Track
June 12	Short Track	Sept. 11	Short Track "Harley Nite"
June 13	Short Track & TT	Sept. 12	Short Track & TT
July 24	Afton Fair Invitational	Oct. 10	Short Track "Season Finale"

NEW CLASSES '93 - Harley 883 / Vintage / Knobby TT / Quad Cash

Saturday Races — Sign up 3:00-5:00 p.m. • Races 7:00 p.m.

Sunday Races — Sign up 10:00-12:00 a.m. • Races 2:00 p.m.

*NY Short Track Championship - Races 1:30 p.m.

INFO (607) 693-3159 / (607) 723-2387 - Square Deal Riders

NEW ENGLAND DIRT TRACK SERIES

Date	Location	Races Start	Date	Location	Races Start
May 29	Canaan USA	7:00 p.m.	July 4	Norway Pines	1:00 p.m.
May 30	Norway Pines	1:00 p.m.	July 31	Canaan USA	7:00 p.m.*
June 17	Norway Pines	7:00 p.m.	Aug. 1	Norway Pines	1:00 p.m.
June 18	Rochester Frgnds	6:00 p.m.	Sept. 5	Canaan USA	5:00 p.m.*
June 19	Canaan USA	7:00 p.m.	Sept. 6	Norway Pines	1:00 p.m.
July 3	Canaan USA	7:00 p.m.*			

** Special Events*

Cannaan USA Speedway (ST) - Canaan, NH Norway Pines Speedway (ST) - Rumney, NH
Rochester Fairgrounds (1/2 Mile) - Rochester, NH
INFO: (508) 874-1732 - Sideways Promotions

ELECTRIC CITY RIDERS - Schenectady, NY

June 6	Short Track	Sept. 19	New York State Championship
June 27	Short Track		Terry "Buzzard" Northrup Memorial
July 11	Short Track	Oct. 3	Short Track
Aug. 22	Short Track	Oct. 17	Short Track

Sign up 9:30-12:00 • Practice 11:00-12:00 • Races 12:30 SHARP

INFO: (518) 374-7979 - Electric City Riders

LEMBO LAKE PARK - Modena, NY

Saturday Night Short Track

June 5	AHRMA National	Oct. 2	Short Track
Oct. 9	Short Track		

District 3 Points Awarded

Sign up 3:00-4:30 p.m. • Practice 4:00 p.m. • Races 5:30 p.m.

INFO: (914) 427-2248 - Delray Enterprises

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AMA 1/2 MILE DIRT TRACK RACING

MORONEY'S HARLEY-DAVIDSON RACING

PRO AMA Racing

$13,000 PURSE FOR 3 RACE SERIES

Syracuse Mile Warm Up Series

3 GREAT TRACKS

ORANGE COUNTY SPEEDWAY — Middletown, NY — Wednesday Night — JULY 14 — 7:30 P.M.

DEVILS BOWL SPEEDWAY — West Haven, VT — Thursday Night — JULY 15 — 7:30 P.M.

LEBANON VALLEY SPEEDWAY — West Lebanon, NY — Friday Night — JULY 16 — 7:30 P.M.

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CALENDAR

9/11-12 MW Beloit, IL
9/18-19 SF W. Palm Beach, CA
9/18-19 SE MA Braselton, GA
9/18-19 NE Loudon, NH
9/18-19 SW Phoenix, AZ
9/25-26 MW GL Grattan, MI
10/9-10 Pomona, CA
10/9-10 NE Loudon, NH
10/9-10 SW Phoenix, AZ
10/17 SC Topeka, KS
10/21-24 Daytona Beach, FL
12/12 SF W. Palm Beach, FL
Info 704/684-4297

AMA Loretta Lynn's Qualifying Series

Northeast Region

5/22-23 Cobleskill, NY
6/12-13 Amateur Regional Walden, NY
6/26-27 Youth Regional Armaugh, PA

Southeast Region

6/5-6 Iron Station, NC
6/19-20 Youth Regional Macon, GA
6/26-27 Amateur Regional Society Hills, SC

Mideast Region

5/29-30 Millington, MI
6/19-20 Youth Regional Buchanan, MI
6/26-27 Amateur Regional Sheridan, IN

North Central Region

6/12-13 Youth Regional Lake Mills, WI
6/26-27 Amateur Regional Columbia, MO

South Central Region

6/26-27 Am/Youth Regional Rio Vista, TX

Southwest Region

5/22 Moreno, CA
6/19 Am/Youth Regional Moreno, CA

Northwest Region

5/30 Am/Youth Regional Washougal, WA
Info 614/891-2425

NMA Grand Nat'l MX Qualifiers

Western

5/23 Moreno Valley, CA
6/5 Moreno Valley, CA
6/20 Moreno Valley, CA
Info 310/868-8112

Blue Grass

5/30 Londo, KY
6/20 London, KY
7/4 London, KY
Info 606/877-1364

Central

5/30-31 Great Bend, KS
Info 913/842-8272

Midwest

5/21 Coal Valley, IL
5/30-31 Kahoka, MO
6/20 Canton, IL
North Central
5/29-30 Rochester, IN
6/12-13 Bloomingdale, MI
6/26-27 N. Webster, IN
Info 616/956-5537

Utah

5/22-23 Price, UT
6/19-20 Richfield, UT
Info 801/561-0555
Dakotas
5/23 Dickinson, ND
6/6 Beulah, ND
6/20 Falkirk, ND
6/27 Bismark, ND
Info 701/838-1268

Viking

6/6 Elko, MN
6/27 Mazeppa, MN
7/11 Mazeppa, MN
Info 612/451-8401

Florida/Georgia

TBA Macon, GA
TBA Dade City, FL
Info 904/562-8670

NorCal

5/30-31 Hollister, CA
6/13 Hollister, CA
6/27 Metcalf, CA
Info 408/238-8208

Carolinas

6/6 Iron Station, NC
6/19 Hardeeville, SC
Info 706/860-0653

Cimarron

6/6 Elk City, OK
6/13 Oklahoma City, OK
6/27 Elk City, OK
Info 405/733-0341

Finger Lakes

5/23 Clifford, PA
6/20 Clifford, PA
Info 607/737-1904

Northwest

5/30-31 CDA, ID
6/12-13 Washougal, WA
Info 208/667-7905
Southwest
6/6 TRC, NM
6/13 Albuquerque, NM
Info 505/281-8094
Rocky Mountain
5/30 Aztec, CO
6/20 Erie, CO
6/27 Aztec, CO
Info 303/745-4383
Eastern
5/30 Aquasco, MD
6/12 Aquasco, MD
6/20 Aquasco, MD
Info 410/866-5438

Silver State

6/4 Carson City, NA
6/11 Carson City, NV
6/18 Carson City, NV
6/25 Carson City, NV
Info 702/267-4392

Arizona

5/22 Phoenix, AZ
6/19 Yuma, AZ
6/26 Glendale, AZ
Info 602/437-5767

Dixie

6/5 Bessemer, AL
6/19 Bessemer, AL
Info 205/477-6848

Nebraska

5/23 Ashland, NE
6/12 Ashland, NE
6/26-27 Ashland, NE
Info 402/572-7196

Ohio

5/22 Malvern, OH
6/12 Malvern, OH
6/26 Malvern, OH
Info 216/262-4945

Ozarks

5/23 Ft. Smith, AR
5/31 Little Rock, AR
Info 918/486-1155

Texas

6/5 Whitney, TX
Info 214/660-2650

Appalachian

5/23 Delmont, PA
6/6 Parkersburg, WV
Info 412/836-2407

New England

5/29-30 Derby, VT
6/12-13 S. Berwick, ME
6/20 Claverack, NY
Info 508/584-1451

NMA Grand Nat'l MX C'ship

8/3-7 Ponca City, OK
Info 310/868-8112

WERA Pro Road Race Series *

6/4-6 Kent, WA
7/10-11 Rosamond, CA
7/23-25 Clermont, IN
8/13-15 Pocono, PA
10/28-31 Braselton, GA
* Tentative
Info 916/582-0451

WERA Nat'l C'ship Series

Mid-Atlantic Region

5/22-23 Summit Point, WV
6/5-6 Garrettsville, OH
6/19-20 Long Pond, PA
7/31-8/1 Rockingham, NC
8/7-8 Summit Point, WV
8/13-15 Long Pond, PA
9/4-5 Garrettsville, OH
10/2-3 Garrettsville, OH
10/9-10 Summit Point, WV

Southeast Region

6/5-6 Talladega, AL
7/3-4 Talladega, AL
7/17-18 Faulkville, GA
7/31-8/1 Rockingham, NC
8/13-15 Long Pond, PA
8/27-29 Millington, TN
9/18-19 Faulkville, GA
10/2-3 Talladega, AL
10/15-17 Faulkville, GA

Mid-Central Region

5/22-23 Hallett, OK
6/19-20 Hallett, OK
7/10-11 Mt. Meridan, IN
7/31-8/1 E. St. Louis, IL
8/13-15 Long Pond, PA
8/27-29 Millington, TN
9/4-5 E. St. Louis, IL
9/18-19 Hallett, OK
10/2-3 Talladega, AL
10/16-17 Hallett, OK

North Central Region

5/22-23 Mt. Meridan, IN
6/26-27 Grattan, MI
7/10-11 Mt. Meridan, IN
7/31-8/1 E.St. Louis, IL
8/13-15 Long Pond, PA
9/4-5 E. St. Louis, IL
9/11-12 Grattan, MI
10/2-3 Garrettsville, OH
10/9-10 Mt. Meriden, IN

South Central Region

5/22-23 College Station, TX
6/26-27 Henderson, TX
7/24-25 College Station, TX
8/13-15 Long Pond, PA
8/21-22 Hallett, OK
8/27-29 Millington, TN
9/11-12 College Station, TX
10/16-17 Henderson, TX

WERA Grand Nat'l Final

10/27-31 Braselton, GA
Info 803/681-9372

WERA Nat'l Endurance Series

5/22 Mt. Meridan, IN
6/5 Kent, WA
6/26 Grattan, MI
7/3-4 Garrettsville, OH
7/24 Clermont, IN
8/28 Millington, TN
9/11 College Station, TX
10/16 Faulkville, GA
10/30 Braselton, GA

WERA Nat'l Vintage Series

5/22 Summit Point, WV
5/23 Hallett, OK
6/5 Garrettsville, OH
6/19 Long Pond, PA
6/27 Henderon, TX
7/3 Talladega, AL
7/10 Mt. Meridan, IN
7/17 Faulkville, GA
7/25 College Station, TX
7/31 Rockingham, NC
8/7 Summit Point, WV
9/4 Garrettsville, OH
9/4 E. St. Louis, IL
9/12 College Station, TX
10/9 Summit Point, WV
10/9-10 Mt. Meriden, IN
10/28 Final Braselton, GA

AHRMA Historic Cup Series

6/5 Las Vegas, NV
6/12 Seattle, WA
6/26 Atlanta, GA
7/3-4 London, NH
7/24 Beloit, IL
8/28 Grattan, MI
9/18 Steamboat Springs, CO
10/9-10 Talladega, AL
Info 715/842-9699

BMW Classic Cup Series

7/3-4 London, NH
8/28 Grattan, MI
9/18 Steamboat Springs, CO
Info 715/842-9699

AHRMA/Vintage Iron Nat'l MX Series

5/22 Budds Creek, MD
6/5 Hurricane Hills, PA
6/12 Blountville, TN
6/27 Eugene, OR
7/17 Linnville, OH
7/31 San Bernardino, CA
8/7 Southwick, MA
8/28-29 Colmesniel, TX
9/17 Steamboat Springs, CO
9/25 Buchanan, MI
10/16-17 Hollister, CA
Info 715/842-9699

AHRMA Sound of Singles/Battle of Twins Series

6/12 Seattle, WA
10/9-10 Talladega, AL
Info 715/842-9699

AHRMA Northeast MX C'ship Series

5/22 Budds Creek, MD
6/5-6 Hurricane Hills, PA
7/10 Thunder Ridge, NY
7/25 Sleepy Hollow, PA
8/7 Southwick, MA
9/5 Raceway Park, NJ
9/26 Southwick, MA
Info 201/767-9654

AHRMA Southeastern MX Series

6/12 Blountville, TN
8/14 Ocala, FL
10/2 Dade City, FL
11/3 Holiday Downs, GA
Info 715/842-9699

AHRMA Midwest MX Series

6/6 Denmark, WI
7/11 Aztalan, WI
7/17 Linnville, OH
8/15 Antioch, IL
9/25 Buchanan, MI
10/9 Aztalan, WI
Info 414/684-4331

AHRMA West Regional Series

6/27	Eugene, OR
7/31	San Bernardino, CA
9/26	Fernley, NV
10/3	Palmdale, CA
10/17	Hollister, CA
11/7	Tulare, CA

Info 805/832-1955

AHRMA NorCal MX Series

9/26	Fernley, NV
10/17	Hollister, CA

Info 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series

5/23	Dallas, TX
6/5	Lembo Lake, NY
7/17	Linnville, OH
8/11	Sturgis, SD
8/21	Lake Odessa, MI
9/15	Steamboat Springs, CO
10/2-3	Weedsport, NY
10/9-10	Dallas, TX

Info 715/842-9699

AHRMA/British Bike Magazine Trials Series

7/24-25	Norden, CA
8/7	Toronto, OH
9/12	Beaumont, KS
9/16	Steamboat Springs, CO
10/10	White City, IL
10/23	Newnan, GA

Info 715/842-9699

AHRMA Pacific Coast Road Race Series

6/5	Las Vegas, NV
6/12	Seattle, WA
7/3-4	Willow Springs, CA
9/25	Portland, OR

Info 510/228-5117

Vintage Dirt Track Racers Assn. Series

5/30-31	TT Kanopolis Lake, KS
6/12-13	ST Wichita KS
6/19-20	ST Sioux Falls, SD
6/26	HM Howard Lake, MN
7/10-11	HM Sturgis, SD
8/1	HM Oklahoma City, OK
8/2-3	HM Wakeeney, KS
8/8	HM Hutchinson, KS
8/9-10	HM Stockton, KS
9/3	HM Davenport, IA

Info 918/445-0671

AHRMA Mid-Atlantic Vintage Trials Series

5/30	Farrandsville, PA
7/18	Mainesburg, PA
8/7	Toronto, OH
10/10	Toughkenamon, PA

Info 410/775-7209

AHRMA Mid-America Vintage Trials Series

6/5	Anamosa, IA
7/11	Theilman, MN
8/29	Wauzeka, WI
10/10	White City, IL

Info 715/842-9699

USCRA Vintage Road Race Series

6/14	Loudon, NH
7/2-4	Loudon, NH
8/21-22	Mosport, Ont., CAN
9/4-5	Bridgehampton, NY
9/17-18	Bridgehampton, NY

Info 603/239-6778

SETRA C'ship Enduro Series

5/30	Richloam, FL

SETRA C'ship Hare Scrambles Series

5/23	Maxeys, GA

ECEA C'ship Enduro Series

5/30	New Philadelphia, PA
6/6	Whiteford, DE
6/27	Hobbie, PA
7/18	Blain, PA
8/8	Middlebury Center, PA
8/15	Speedsville, NY
8/29	Mauricetown, NJ
9/12	Shippensburg, PA
9/19	Brandonville, PA
9/26	West Greenwich, RI
10/3	Greenbank, NJ
10/17	New Lisbon, NJ
10/31	Bear, DE
11/14	Warren Grove, NJ

Info 609/657-6338

ECEA C'ship Hare Scrambles Series

6/6	Exeter, RI
6/20	Morgantown, PA
7/25	Fair Hills, MD
8/22	Reading, PA
9/5	Ft. Indiantown Gap, PA

Info 908/657-6338

ECEA Dual Sport Series

5/23	Greenbank, NJ
6/12-13	Nat'l Shippingsburg, PA
6/20	Reading, PA
7/11	Ottsville, PA
8/1	New Lisbon, NJ
8/22	Ridge, L.I., NY
10/10	Indian Mills, NJ

Info 908/657-6338

NETRA C'ship Enduro Series

5/30	Wrentham, MA
6/13	Somers, CT
7/25	Webster, MA
8/1	New Boston, MA
8/8	Adams, MA
9/12	Windsor, MA
9/26	W. Greenwich, RI
10/3	Wrentham, MA
10/24	Chester, CT
11/7	Stafford, CT
11/21	W.Warren, MA

NETRA C'ship Hare Scrambles Series

5/23	Fishouse, NY
6/6	S. Greenwich, RI
6/27	Thomaston, CT
7/11	Union, CT
7/18	Windsor, MA
8/15	Union, CT
8/22	Temple, NH
8/29	Cheshire, MA
9/19	Petersburg, NY
9/26	S. Edmeston, NY
10/10	Fishouse, NY
10/16-17	Bourne, MA

Info 203/875-5757

NETRA Observed Trials Series

6/13	Escoheag, RI
7/18	Meriden, CT
7/25	Portsmouth, NH
9/5	Escoheag, RI
10/3	Ware, NH

Info 508/429-7675

NETRA C'ship Turkey Run Series

6/5-6	Henniker, NH
7/3-4	Fishouse, NY
7/11	Adams, MA
8/15	Newport, NH
8/22	Gardner, MA
8/29	Washington, MA
9/5	Allenstown, NH
9/12	Swiftwater, NH
9/19	New Boston, MA
10/9-10	Plympton, MA
10/17	Winchendon, MA
10/31	Central Village, CT
11/7	Berlin, MA
11/28	Plympton, MA
12/12	Plympton, MA

Info 203/875-5757

NETRA Jr. Enduro Series

5/22	Fishouse, NY
6/26	Thomaston, CT
7/10	Union, CT
8/14	Union, CT
8/21	Webster, MA
9/18	Brimfield, MA
10/16	Bourne, MA

Info 203/875-5757

NESC C'ship Motocross Series

5/23	Central Village, CT
5/30-31	Lewiston, ME
6/6	Southwick, MA
6/13	Middleboro, MA
6/20	Southwick, MA
6/27	Central Village, CT
7/4-5	Lewiston, ME
7/18	Southwick, MA
7/25	Middleboro, MA
8/1	Southwick, MA
8/8	Middleboro, MA
8/15	Lewiston, ME
8/22	Central Village, CT
8/29	Southwick, MA
9/5-6	Lewiston, ME
9/12	Southwick, MA
9/19	Middleboro, MA
9/26	Central Village, CT
10/3	Southwick, MA
10/10	Middleboro, MA
10/17	Southwick, MA
10/24	Middleboro, MA
10/31	Middleboro, MA

Info 413/772-0685

MO Hare Scrambles C'ship Series

6/13	Collins, MO
7/18	Russellville, MO
8/8	Sedalia, MO
8/22	Collins, MO
8/29	Jefferson City, MO
9/19	Canton, MO
10/17	Jefferson City, MO
10/24	(Nat'l) Flat River, MO

Info 314/392-2475

IDBA Nat'l C'ship Drag Race Series

5/22-23	Bristol, TN
6/19-20	Leicester, NY
7/17-18	Columbus, OH
8/7-8	Norwalk, OH
8/28-29	Ennis, TX
10/22-24	Memphis, TN

Info 205/849-7886

AMRA All Harley Drag Series

5/22-23	Memphis, TN
6/6	Nashville, TN
6/12-13	Union Grove, WI
6/26-27	Denver, CO
7/3-4	Hunbolt, IA
7/17-18	Clarksville, TN
7/31-8/1	Farmington, NC
8/14	Mesick, MI
8/21-22	Fairmont, IL
8/29	Benton, MO
9/5	Avilla, IN
9/18-19	Morocco, IN
10/2-3	Bowling Green, KY

Info 708/250-0838

NMRA Drag Racing Series

6/5-6	Sonoma, CA
7/17	Palmdale, CA
8/14	Bakersfield, CA
9/18	Las Vegas, NV
11/20	Palmdale, CA

Info 805/944-5454

ProStar Drag Racing Series

6/4-6	Atco, NJ
7/9-11	North Wilkesboro, NC
8/20-22	Indianapolis, IN
9/3-5	Atco, NJ
9/9-12	Atco, NJ
10/15-17	Huntsville, AL
11/12-14	Gainesville, FL

Info 609/768-4624

SERA Enduro Series

5/23	Wiggins, MS
7/11	Meridan, MS
7/25	Goodman, MS
8/8	Breezy Hill, LA
8/22	Lake Nimrod, AR
9/19	Gatesville, MS
10/3	Jemison, AL
11/7	Maplesville, AL

SERA Hare Scramble Series

5/22	Wiggins, MS
6/27	Maplesville, AL
9/5	Clanton, AL
10/17	Tupelo, MS
TBA	Coushata, LA
TBA	Jonesboro, LA

FMC Motocross Series

5/23	Ocala, FL
5/30	Dade City, FL
6/6	Orlando, FL
6/13	Reddick, FL
7/3	Hardeeville, SC
7/11	Reddick, FL
7/17	Dade City, FL
7/25	Ocala, FL
8/1	Orlando, FL
8/22	Ocala, FL
8/28	Dade City, FL
9/5	Ocala, FL
9/12	Reddick, FL

Info 904/721-7520

LISC Motocross Series

9/18	Bridgehampton, NY
10/9	Bridgehampton, NY
10/23	Bridgehampton, NY
11/6	Bridgehampton, NY
11/20	Bridgehampton, NY

Info 516/728-7727

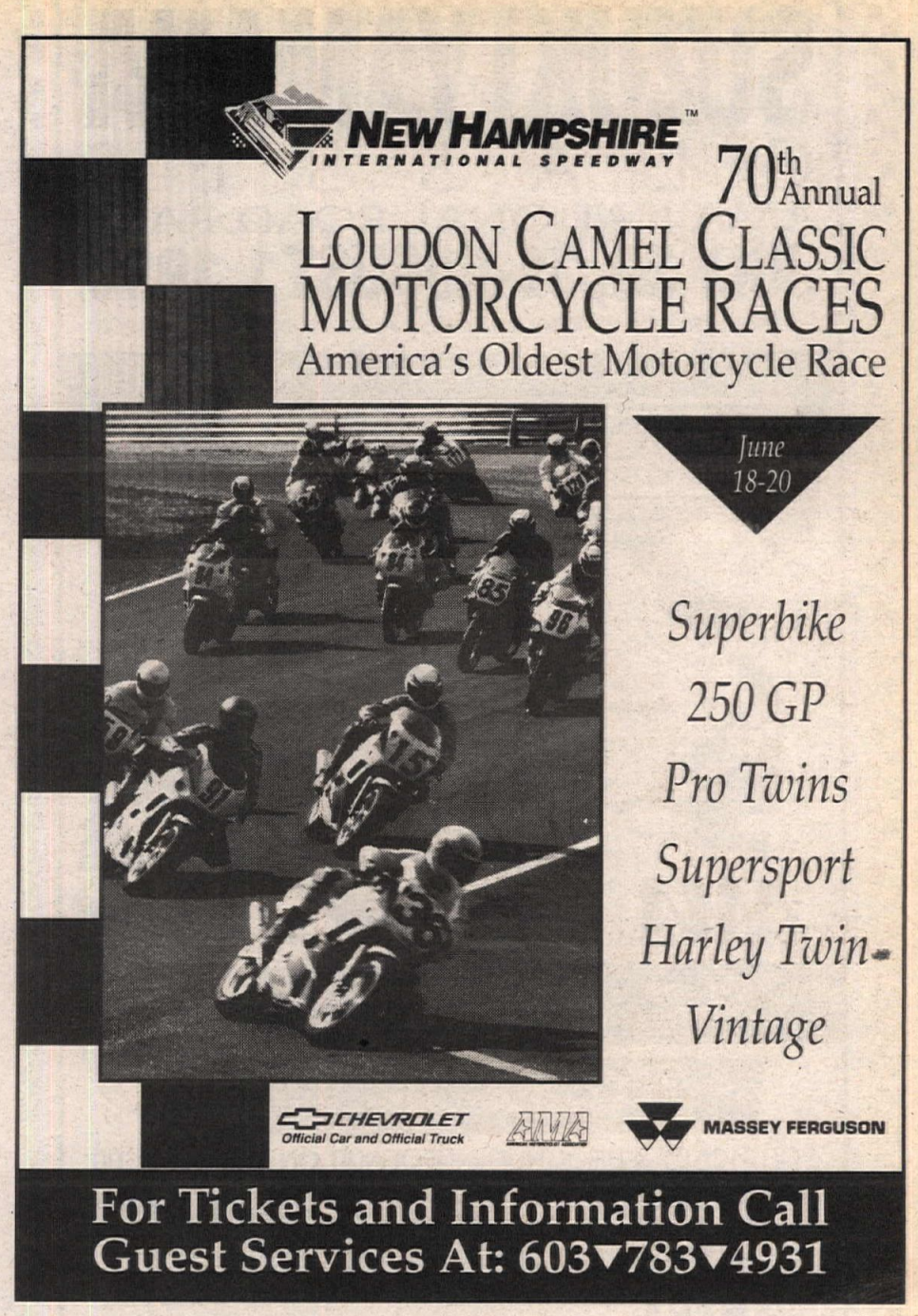
NY State C'ship Hare Scrambles Series

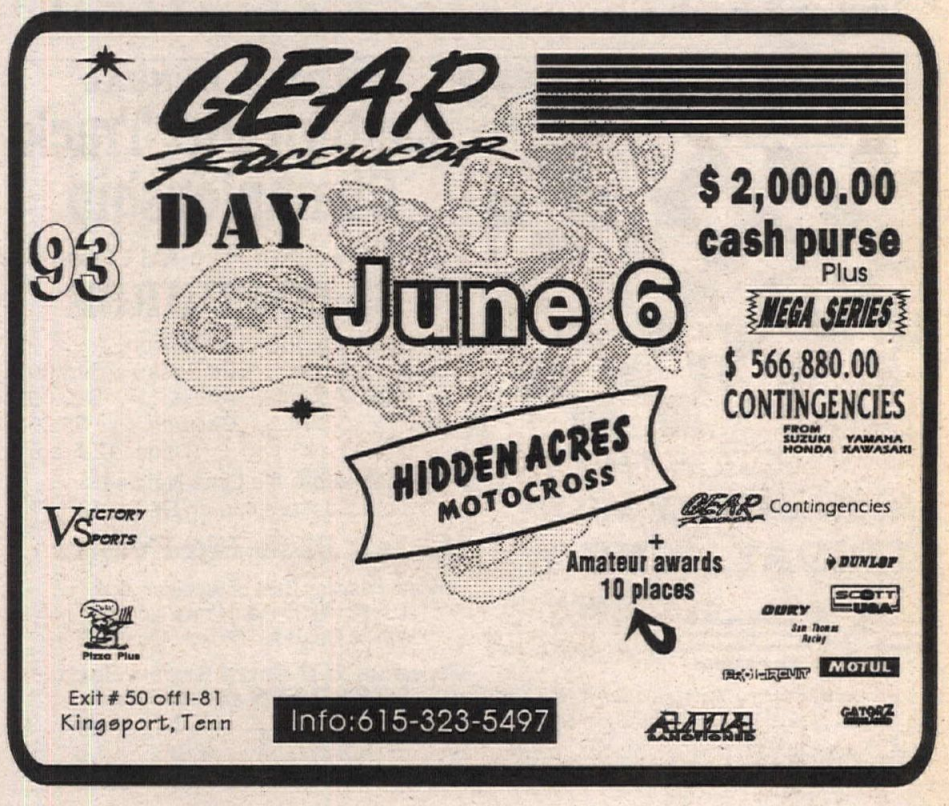
5/23	Little Genesee, NY
6/6	Cattaraugus, NY
6/20	Speedsville, NY
7/25	South Edmeston, NY
8/1	Little Genesee, NY
8/29	Rew, PA
9/12	Ellenville, NY
9/26	South Edmeston, NY
10/10	Maple View, NY
10/24	Gowanda, NY

Info 315/895-7654

WNYSC Motocross Series

5/23	Palmyra, NY
5/30	Auburn, NY
6/6	Batavia, NY
6/13	Auburn, NY
6/20	Palmyra, NY
6/27	Palmyra, NY
7/4	Auburn, NY
7/11	Batavia, NY
7/18	Silver Springs, NY
7/25	Hunt, NY
8/1	Palmyra, NY
8/8	Hunt, NY
8/15	Silver Springs, NY
8/22	Palmyra, NY
9/5	Hunt, NY
9/12	Silver Springs, NY
9/19	Batavia, NY
9/26	Palmyra, NY
10/3	Hunt, NY
10/10	Silver Springs, NY
10/17	Auburn, NY
10/24	Batavia, NY





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CALENDAR

CRA Spring MX Series
5/23 Ravenna, OH
Info 216/636-5505

CRA Vintage MX Series
6/27 New Philadelphia, OH
7/31 Linnesville, PA
TBA Medina, OH
9/12 Ravenna, OH
10/17 Amherst, OH
Info 216/636-5505

CRA Fall MX Series
9/12 Ravenna, OH
9/19 Salem, OH
9/25 Linnesville, PA
10/17 Amherst, OH
10/24 Malvern, OH
Info 216/636-5505

CRA C'ship Road Race Series
6/19-20 Brainerd, MN
7/17-18 Brainerd, MN
9/18-19 Brainerd, MN
Info 612/332-4070

AMA KY C'ship Hare Scrambles Series
5/23 Greenville, KY
6/27 Eagle Creek, KY
7/4 Grayson Co., KY
8/22 Eagle Creek, KY
9/12 Tennyson, IN
Info 606/472-3442

AMA Hot Summer Nights Series
6/5 Knoxville, TN
6/19 Knoxville, TN
7/3 Knoxville, TN
7/17 Knoxville, TN
8/7 Knoxville, TN
8/21 Knoxville, TN
9/4 Knoxville, TN
Info 615/573-5425

Virginia C'ship Hare Scrambles Series
5/23 Rural Retreat, VA
6/13 Ivor, VA
6/27 Pulaski, VA
9/5 Dillwyn, VA
9/19 Middlebrook, VA
10-/3 Martinsville, VA
10/17 Newport News, VA
11/7 Surry, VA
Info 804/255-4620

Sabine Enduro Circuit
5/23 Wiggins, MS
7/25 Goodman, MS
8/8 Dry Prong, LA
8/22 Lake Nimrod, AR
9/5 New Waverly, TX
10/3 Nacogdoches, TX
10/17 Oklahoma City, OK
11/7 Muenster, TX
Info 903/845-3553

Black-Jack Enduro Circuit
5/23 Flat River, MO
6/13 Bunch, OK
7/25 Goodman, MS
8/8 Breezy Hill, LA
8/22 Foursche Junction, AR
9/5 Gainesville, TX
9/19 Stillwater, OK
10/3 Chadwick, MO
10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 316/342-4436

RMEC C'ship Enduro Circuit
5/30 Limon, CA
6/13 Buena Vista, CO
7/11 Rand, CO
8/1 Woodland Park, CO
8/8 Steamboat Springs, CO
9/19 Stillwater, OK
9/26 Buena Vista, CO
10/3 Cloudcroft, NM
10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 307/742-4136

OMRRA Road Race Series
5/22-23 Portland, OR
7/18 Portland, OR
8/7-8 Portland, OR
9/25-26 Portland, OR
10/17 Portland, OR
Info 503/221-1487

Canadian Supercross Series
8/21 Montreal, Quebec
Info 416/363-9035

CMA Canadian Nat'l C'ship Cross Country Series
5/30 Kamloops, B.C., CAN
6/20 Ashcroft, B.C., CAN
7/4 Calgary, Alta, CAN
8/1 Racehorse Creek, Alta, CAN
8/15 Lethbridge, Alta, CAN

CMA Canadian Nat'l C'ship Hare Scrambles Series
8/29 Drayton, Ont., CAN
9/12 Lethbridge, Alsa, CAN
9/26 Base Borden, Ont., CAN
10/3 Wheatley, Ont., CAN

CMA Canadian Nat'l C'ship Enduro Series
9/18-19 Bobcaygeon, Ont., CAN
10/24 Primrose, Ont., CAN
Info 416/522-5705

CMA Nat'l C'ship Dirt Track Series
5/24 Woodstock, Ont., CAN HM
5/29 Woodstock, Ont., CAN HM
6/5-6 Leamington, Ont., CAN HM
6/12 Welland, Ont., CAN ST
6/19 Welland, Ont., CAN ST
6/26 Welland, Ont., CAN ST
7/3-4 Hull, PQ, CAN HM
7/4 Shannonville, Ont., CAN ST
7/10-11 Peterboro, CAN HM
7/17 Welland, Ont., CAN ST
7/24 Welland, Ont., CAN ST
7/31 Welland, Ont., CAN ST
8/1-2 Peterboro, CAN HM
8/7-8 Trois Rivieres, PQ, CAN HM
8/12 Tillsonburg, Ont., CAN HM
8/21-22 Leamington, Ont., CAN HM
8/29 Sarnia, CAN HM
9/12 Sarnia, CAN HM
Info 519/632-7802

International Old Timers MX Association Series
5/29-30 Richland, WA
6/5-6 Edmonston, Al, CAN
7/3-4 Mission, B.C., CAN
7/31-8/1 TBA, OR
8/14-15 Rock Springs, WY
8/28-29 Mammoth Mountain, CA
9/4-5 Fernley, NV
9/11-12 Huron, CA
Info 209/688-3949

USBA Road Race Series
5/22-23 Salt Lake City, UT
6/19-20 Salt Lake City, UT
7/11 Salt Lake City, UT
7/25 Salt lake City, UT
8/15 Salt Lake City, UT
8/22 Salt Lake City, UT
9/11-12 Salt Lake City, UT
9/25-26 Salt Lake City, UT
Info 801/535-4625

IERA Hare Scrambles Series
5/23 Anamosa, IA
6/6 Dow City, IA
7/11 Fremont, IA
9/26 Thurman, IA
10/10 Hills, IA
Info 515/795-3440

IERA Enduro Series
6/13 Fremont, IA
8/29 Stratford, IA
9/19 Winterset, IA
10/3 Barlett, IA
10/24 Reinbeck, IA
Info 515/795-3440

Golden Crown of Baja Off Road Desert Race Series
6/25-27 Gran Carrera de Mexicali Mexican, B.C., MEX
7/23-25 Gran Carrera de Ensenada Ensenada, B.C., MEX
9/17-19 G.C. de Campeones San Felipe, B.C., MEX
Info 818/340-5750

Grans Prix de Baja Series
6/12 Tecate Gran Prix Tecate, B.C., MEX
8/14 Ensenada Gran Prix Ensenada, B.C., MEX
10/16 Rio Colorado/Puerto Penasco Sonora, MEX
11/20 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

LaPlaya MX GP Series
5/23 Rosarito, B.C., MEX
8/15 Rosarito, B.C., MEX
10/3 Rosarito, B.C., MEX
12/5 Rosarito, B.C., MEX
Info (001-52-661) 22525

CMRA Road Race Series
5/22-23 College Station, TX
6/26-27 Henderson, TX
7/24-25 College Station, TX
8/21-22 Hallett, OK
9/11-12 College Station, TX
10/16-17 Henderson, TX
Info 713/342-9032

Texas Cross Country Assn. Series
5/30 Lake Whitney, TX
6/13 St. Joe, TX
6/27 Muenster, TX
8/29 Terrell, TX
9/12 High Grove, TX
9/26 Montague, TX
10/10 Decatur, TX
10/24 Euless, TX
Info 817/346-1132

Oklahoma Cross Country Assn. Series
6/6 Ardmore, OK
6/27 Pooleville, OK
8/29 Pooleville, OK
9/12 Ardmore, OK
9/26 Oklahoma City, OK
10/10 Stillwater, OK
10/24 Braggs, OK
11/7 Oklahoma City, OK
Info 405/386-6088

WSMC/Willow Springs Road Race Series
6/19-20 Rosamond, CA
7/17-18 Rosamond, CA
8/14-15 Rosamond, CA
9/18-19 Rosamond, CA
10/16-17 Rosamond, CA
11/20-21 Rosamond, CA
12/18-19 Rosamond, CA
Info 805/256-1234

MTEG Stadium Off-Road Series
6/26 Salt Lake City, UT
9/TBA Las Vegas, NV
10/TBA Denver, CO
10/TBA San Francisco, CA
Info 714/938-4100

ATA C'ship Observed Trials Series
6/12-13 Big Bear, CA
6/30 Littlerock Canyon, CA
9/12 Cactus Flat, CA
10/3 Corral Canyon, CA
10/31 Lucerne Valley, CA
11/28 Lucerne Valley, CA
Info 213/259-6631

Southeastern Trials Riders Assn. Series
6/12-13 Carrolton, KY
7/17-18 Chattanooga, TN
8/21-22 Livingston, KY
9/11-12 Soddy Daisy, TN
9/25-26 Griffin, GA
10/23-24 Newman, GA
11/13-14 Belvedere, TN
Info 615/842-8288

GFI/MTEG/AMA Amateur SX Series
6/13 Las Vegas, NV

AFM Road Race Series
5/29-30 Sonoma, CA
7/10-11 Sonoma, CA
8/7-8 Sonoma, CA
9/4-5 Sonoma, CA
9/25-26 Sonoma, CA
10/10 Sonoma, CA
Info 510/537-8208

AMRRA Mini Road Race Series
6/6 Rosamond, CA
7/2-4 World C'ship Riverside, CA
8/8 Rosamond, CA
8/20-22 Can-Am Challenge Batavia, NY
10/3 Rosamond, CA
11/7 Riverside, CA
12/4-5 Riverside, CA
Info 310/516-8666.

Nor Cal YSR C'ship Series
6/20 Sacramento, CA
7/25 Sacramento, CA
8/22 Sacramento, CA
9/19 Sacramento, CA
10/17 Sacramento, CA
11/17 Sacramento, CA
Info 916/485-9200

CMRRA YSR Road Race Series
6/5-6 Bakersfield, CA
6/13 Palomar, CA
7/3-4 Palomar, CA
7/24-25 Bakersfield, CA
8/6-7 Las Vegas, NV
8/27-29 Reno, NV
9/4-5 Palomar, CA
10/10 Palomar, CA
11/6-7 Bakersfield, CA
11/14 Palomar, CA
12/4-5 Palomar, CA
Info 714/891-0187

CMC Sunstar Sprockets Spring Classic MX Nat'ls
5/22 N Marysville, CA
5/23 S Ramona, CA
5/29-30 Final Adelanto, CA
Info 619/246-7262

CMC Trans-Cal MX Nat'ls

8/14	N Sacramento, CA
8/22	S Adelanto, CA
8/29	N Carson City, NV
8/29	S Ramona, CA
9/4	N Marysville, CA
9/5	S Temecula, CA
9/5	O Albany, OR
9/19	O Eugene, OR
9/25	N Marysville, CA
9/26	S Adelanto, CA
9/26	O Albany, OR
10/2 -3	Final Adelanto, CA

Info 619/246-7262

WMRRA Road Race Series

6/13	Seattle, WA
8/15	Seattle, WA
9/12	Seattle, WA
10/3	Bremerton, WA
10/24	Seattle, WA

Info 206/972-4499

Sound of Thunder Four-Stroke Series

5/23	Carlsbad, CA
6/20	Sacramento, CA
7/31	San Bernardino, CA
9/10	Mammoth Lakes, CA

Info 209/832-7168

WRA Road Race Series

6/5-6	Bakersfield, CA
7/3-4	Las Vegas, NV
7/24-25	Bakersfield, CA
8/7-8	Las Vegas, NV
11/6-7	Bakersfield, CA
11/20-21	Las Vegas, NV

Info 209/723-9454

MRA Road Race Series

6/6	Second Creek, CO
6/27	Mountain View, CO
7/11	Pueblo, CO
8/1	Second Creek, CO
8/15	Pueblo, CO
8/29	Mountain View, CO
9/18-19	Steamboat Springs, CO
10/3	Second Creek, CO

Info 303/530-5678

MAY

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JUNE

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27	28	29	30			

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May 20

WASHINGTON MOTOCROSS
• CMC. Hannegan Speedway, Bellingham. Info 206/241-6071.

May 21

CALIFORNIA SPEEDWAY
SRA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA MOTOCROSS
• CMC.Roseville Cycle Series. Sacramento Raceway, Sacramento. Info 916/363-2653.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
GFI North/Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
MICHIGAN MOTOCROSS
MRA. Suzuki Tri-State Challenge Series. Milan Cycle City, Milan. Info 313/289-2100.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 814/683-5655.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
WASHINGTON MOTOCROSS
• CMC. Seattle Int'l Raceway, Seattle. Info 206/241-6071.
WEST VIRGINIA MOTOCROSS
LVFD. Lavalette Vol. Fire Dept., Lavalette. Info 304/486-5244.

May 21-22

NEBRASKA SHORT TRACK
• Motor Sports of America. Scotts Bluff County Fairgrounds, Mitchell. Info 1-800-544-8714.

May 22

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA SUPERCROSS
Warrior SX, Warrior. Info 205/841-7538 or 669-4572.
CALIFORNIA MOTOCROSS
Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA SUPERCROSS
• GFI North/Supersport Promotions. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MINI RACE
CMMC. Barona Raceway, Ramona. Info 619/561-9016.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 619/246-7262.
CALIFORNIA SHORT TRACK
AMA/D-36. Hills Ferry Speedway, Newman. Info 408/779-1036 or 209/862-1461.
CANADA MOTOCROSS
MRA. Leamington Raceway, Leamington, Ontario. Info 313/289-2100.
COLORADO SUPERCROSS
• SRAC/Extreme Promotions. Fairgrounds, Grand Junction. Info 303/933-7722.
FLORIDA MOTOCROSS
FMC. Florida MX Complex, Ocala. Info 904/721-7520.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info 404/943-4935.
GEORGIA MOTOCROSS
Moccasin Creek MX Park, Screven. Info 912/579-6426.
INDIANA SHORT TRACK
County Line Raceway, Brazil. info 317/672-4670.
INDIANA SHORT TRACK
Sportsman M.C., Inc. Upland Lyons Park, Upland. Info 219/426-5528.
KANSAS MOTOCROSS
KMSA. Jeeps, Wichita. Info 316/265-8624.
MISSISSIPPI HARE SCRAMBLE
SERA Series. Masterlin Enduro Team, Wiggins. Info 205/979-4542.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. Billings. Info 417/744-2593.
NEW YORK ENDURO
NETRA Jr Enduro Series. Catra Jr, Fishouse. Info 203/875-5757.
NEW YORK SUPERCROSS
AMA/Delray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SPEEDWAY/ SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO POKER RUN
CMCA/D-12/Glass City M.C. Honda East/Yamaha/Suzuki, Maumee. Info 419/666-8413 or 891-1230.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
PENNSYLVANIA SUPERCROSS
Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
WASHINGTON MOTOCROSS
• CMC. Thurston County ORV Park, Richland. Info 206/241-6071.
May 22-23
CALIFORNIA SCRAMBLES
AMA/D-37/Checkers M.C. Dual European Scrambles. Lucerne. Info 805/250-1861.
IDAHO SUPERCROSS
• SIRA/EIMA. Rupert Fairgrounds, Rupert. Info 208/678-5677.
NEW YORK HALF MILE
• AMA/Suare Deal Riders M.C. Afton. Info 607/723-2288.
OREGON DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series/NORA. Tillamook Forest, Hillsboro. Info 503/297-1434 or 648-4555.
TENNESSEE MOTOCROSS
• Suzuki Eastern Continental C'ship. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TENNESSEE DRAGS
• IDBA Nat'l C'ship Series. Southeast Nat'ls. Bristol Dragway, Bristol. Info 205/849-7886.
TENNESSEE DRAGS
• AMRA All Harley Drag Race Series. Memphis Int'l Dragway, Memphis. Info 901/372-1121.
UTAH ROAD RACE
USBA/Suzuki Cup. Bonneville Raceway, Salt Lake City. Info 801/535-4625.

May 22-23

IOWA TRIALS
All Iowa Trials Riders Assn. Don Ruhl Farm, Anamosa. Info 515/753-7317.

May 23

CALIFORNIA ROAD RIDE
Lorenzo Lamas Ride for Life. Accessories Unlimited, Newhall. Info 818/905-9283.
CALIFORNIA MOTOCROSS
• CMC. Barona Raceway, Ramona. Info 619/561-9016.
CALIFORNIA MOTOCROSS
• CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• GFI. Pioneer Speedway, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA DUAL SPORT
AMA/D-36/Oakland M.C. Clear Lake, Nice. Info 510/229-9134.
CALIFORNIA SWAP MEET
SCQ Promotions. Veterans Stadium, Long Beach. Info 310/323-6264.
CALIFORNIA MOTOCROSS
NMA/Ponca City GNC Qualifier. Starwest SX Track, Moreno Valley. Info 714/855-2707.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36/Abnormal Promotions. Nor. Cal. C'ship Rough Scrambles Series. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
• AMA/D-36/CCMA/Shandon Lions Club. Charity Benefit. Shandon. Info 805/547-1524 or 238-1240.
CANADA MOTOCROSS
MRA. Leamington Raceway, Leamington, Ontario. Info 313/289-2100.
COLORADO MOTOCROSS
Yampa Valley Sportsmen Riders Club, Craig. Info 303/824-7238.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipley. Info 904/638-1012.
FLORIDA SUPERCROSS
RPMC/Florida Sports Park. Naples. Info 305/880-5822.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Cherokee H.S., Maxeys. Info 404/373-3447.
IDAHO MOTOCROSS
Fossil Bowl, Clarkia. Info 208/245-3608 or 245-4940.
IDAHO MOTOCROSS
Spring Series. Huetter MX Park, Coeur D'Alene. Info 208/667-7905 or 773-2956.
ILLINOIS TRIALS
Brush Toppers M.C., Morrison. Info 815/772-3852 or 626-4756.
INDIANA HARE SCRAMBLES
Stoney Lonesome M.C., Columbus. Info 812/379-2312.
IOWA MOTOCROSS
AMAStateline Trailriders Assn. Lamoni MX Park, Lamoni. Info 515/784-6121.
IOWA HARE SCRAMBLES
IERA Series. Anamosa. Info 515/795-3440.
KANSAS MOTOCROSS
• KORR C'ship Series. Sprockets II GP MX, Rose Hill. Info 316/636-5113.
KENTUCKY HARE SCRAMBLES
AMA/D-10. Mid-South Dirt Riders, Greenville. Info 615/647-0532.
MARYLAND MOTOCROSS
Antietam M.C., Hagerstown. Info 301/797-8686.
MARYLAND MOTOCROSS/ SUPERCROSS/HARE SCRAMBLES
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MEXICO MOTOCROSS
• Too Much Fun Promotions. Cantamar Dunes, Rosarito, B.C. Info 011-52-661-22525.
MISSISSIPPI ENDURO
Sabine Enduro Circuit/SERA/ Masterlinks Enduro Team. Magnolia Nat'l Enduro, Wiggins. Info 903/845-3553 or 504/928-2117.
MISSISSIPPI MOTOCROSS
Cedar Lake MX Park, Byhalia. Info 601/781-2645.
MISSOURI ENDURO
Black-Jack Enduro Circuit. Flat River. Info 316/342-4436.
NEVADA MOTOCROSS
• CMC/NV Old Timers. Fernley Int'l Raceway, Fernley. Info 702/849-0605.

MOTORCYCLE ENTHUSIASTS

DON'T MISS THIS SPECTACULAR TRIPLE HEADER WEEKEND!

Friday, June 11
Pro Classic Short Track
$4,000 Purse. Dearborn County Fairgrounds, Lawrenceburg, IN.
Practice 6:00 PM - Race 8:00 PM Call (513) 662-7759

Saturday, June 12
Old Time Newsies AMA Regional Professional Motorcycle Dirt Track Championship
$7,000 Purse. The 23rd annual running of the top Professional Championship Racers, drawing riders from all over the United States and Canada at the Montgomery County Fairgrounds, Dayton, OH.
Practice 4:00 PM - Time Trials 6:00 PM Races 8:00 PM Call (513) 220-6850
ALL PROCEEDS BENEFIT BIG BROTHERS/BIG SISTERS

Sunday, June 13
MC for MD - 100 Mile Scenic Ride
Over $2,000 worth of prizes donated by KK Motorcycle Supply. 100 miles of scenic beauty, rest and refreshments at half-way point. Sign up in advance at any Miami Valley Motorcycle Dealer or the day of the event at Welcome Stadium. Located off I-75 at Edwin C. Moses Blvd., in Dayton, Ohio. Sign up from 10:00 AM to 12:45 PM. Ride begins at 1:00 PM. Call (513) 296-1160
ALL PROCEEDS BENEFIT MUSCULAR DYSTROPHY.

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KK Motorcycle Supply, Inc.
431 East Third St. Dayton, Ohio 45402

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CANADIAN NATIONAL DIRT TRACK CHAMPIONSHIPS

KAWARTHA DOWNS
PETERBOROUGH, ONTARIO

Saturday, July 10	Sunday, August 1	Rain Dates:
Qualifying - 4:00 PM	Qualifying - 1:00 PM	July 11
Racing - 7:00 PM	Racing - 3:00 PM	August 2

Promoted by: Independent Race Promotions (519) 632-7802; (519) 632-8110 FAX and Kawartha Downs Limited (705) 939-6316 CMA

California Mini Road Race Assn. & Western Roadracing Assn. @
"Las Vegas" - May 8-9th
YSR Racers! When Racing A Big Track, Why Be Limited To Just YSR's???
FORMULA 4 (80cc) & 5 (50cc) + FORMULA 1-2-3
500-600-750-OPEN "SUPERBIKE"
500-600-750-OPEN "MOD. PRODUCTION"
500-600-750-OPEN "STOCK PRODUCTION
LT. & HVY. TWINS - LT. & HVY. SINGLES
CMRRA call (714) 891-0187 - WRA (209) 723-9454

STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California

Sat., May 22 - AMA Loretta Lynn Qualifier (AMA License Required)
Sun., May 22 - Starwest Night Race (No Lic. Req.)
Sun., May 23 - NMA Ponca City Qualifier (AMA License Required)
250% Pro Payback
Open Prac.: Every Tues. 9a.m.-2p.m., 4p.m.-10p.m.
Every Saturday 9a.m. - 1p.m.
New Pee Wee Track Available
Info Call: **714-855-2707**

California Canopy Kits

Silver, Heat Reflective, Waterproof Tarps

SIZES		
10x10	$84.00	10X10 THRU 20X40
10x16	$116.00	
10x20	$124.00	
12 x 20	$134.00	

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DIRT TRACK NATIONALS

DALLAS
1/2 MILE GRAND NATIONAL
Plus H-D 883cc National & Rally
FIRST TIME EVER
Dallas, Texas
June 19th

SYRACUSE TWIN MILES
Plus 600cc, H-D 883cc National & Rally
2 DAYS OF NATIONAL RACING
Syracuse, New York
July 17th & 18th

OXFORD 600cc SHORT TRACK NATIONAL
Plus H-D 883cc Championship & Rally
ON ASPHALT...THIS IS A FIRST!
Oxford, Maine
July 24th

RAPID CITY 1/2 MILE GRAND NATIONAL
Plus H-D 883cc National
DURING STURGIS RALLY
Rapid City, South Dakota
Wednesday, August 11th

ORDER YOUR TICKETS NOW
Some facilities have limited seating
(817) 335-9000 or (800) 462-7979
General Information
MIKE KIDD PROMOTIONS, INC.(817) 834-2298

District #37 Referee
Jesse Ellico (818) 303-1177
Or For Race Info Only
(310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Present of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
May 29/30	Lost Coyotes M.C. Location: Red Mountain Info: Duane (805) 945-8735	Dual Euro Scrambles
June 6	CRC Location LACR Info: (805) 272-8889	Gran Prix
June 12/13	Desert Vipers M.C. Location: Lucerne Valley Info: Jim (310) 316-6458	Dual Euro Scrambles
June 26/27	R.U.T.S. M.C. Location: Lucerne Valley Info: Art (310) 423-6040	Dual Euro Scrambles
July 18	CRC Location: LACR Info: (805) 272-8889	Best of West MX

Dual Sport Schedule
Info (818) 249-2141

Date	Club	Event
June 27 (Sun. Only)	Chaparrals M.C. Start: Progressive, Hesperia Info: Bill (714) 528-3007	Dual Sport
July 10/11	Dual Dogs Sequoia Challenge Start: Wofford Hts., Lake Isabella Dual Sport Info: Damon (818) 701-1913	Dual Sport

LACR *Los Angeles County Raceway*
Palmdale, CA 93550
Info: (805) 272-8889

1993 Happenings At The Motocross Track

Wed., May 19		Night Practice
Fri., May 21		CRC Night MX
Sat., May 22		Practice
Wed., May 26		Night Practice
Fri., May 28		CRC Night MX
Sat., May 29		Practice
Sun., May 30	CRC MX	Dunestown Rnd. 4
Mon., May 31	CRC G.P.	Dunestown

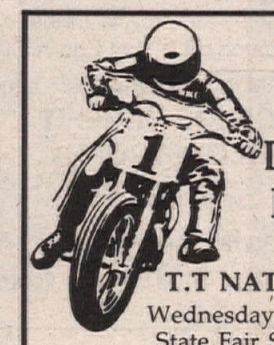
Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

CRC **California Race Schedule**

100% PRO PAYBACK

Wed., May 19	Night Practice	LACR
Fri., May 21	Night MX	LACR
Sat., May 22	Practice	LACR
Sun., May 23	MX Perris	Rnd. 3 Dunestown
Wed., May 26	Night Practice	LACR
Fri., May 28	Night MX	LACR
Sat., May 29	Practice	LACR
Sun., May 30	MX LACR	Rnd. 4 Dunestown
Mon., May 31	G.P. LACR	"Dunestown"

CRC Info (805) 272-8889



Youth Amateur Dirt Track Nationals

T.T NATIONAL
Wednesday, July 28th
State Fair Speedway
Oklahoma City, Oklahoma

1/2 MILE NATIONAL
Thursday, July 29th
State Fair Speedway
Oklahoma City, Oklahoma

SHORT TRACK NATIONAL
Friday, July 30th
Faxon Speedway
Lawton, Oklahoma

AMA SANCTIONED AMA SANCTIONED

INFO HOTLINE
Mike Kidd Promotions, Inc.
(817) 834-2298

Ninth Annual
Dinosaur Daze '93
Vintage Motorcycle Racing
June 5th & 6th, 1993
Weekend Events Include: Scrambles, Flat Track, Bike Show, Swap Meet, Field Meet, Saturday Night Dance
Location: Thurston County ORV Sports Park
16 miles west of Olympia, WA on Hwy. 8
Overnite camping available
For more info:
Hank Frenna (206) 581-3374
Dean Welsh (206) 537-8692
Bob Lindsey (206) 845-2505

AMA SANCTIONED **AMA PRO-AM RACE**
HALF-MILE DIRT TRACK
August 9&10 *Monday & Tuesday*
Rooks County Fair, Stockton, Kansas
Time Trials 6:30 p.m.
Race 7:30 p.m.
Accident medical insurance purchased by promoter
Info: (913) 425-7189

CALENDAR

NEW JERSEY MOTOCROSS
• Powerline Park, Inc., New Egypt. Info 908/752-7305.
NEW YORK MOTOCROSS
WNYSC. Palmyra Racing Assn., Palmyra. Info 716/223-5955.
NEW YORK HARE SCRAMBLES
NETRA C'ship H.S. Series. Catra I, Fishouse. Info 203/875-5757.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. South Woods Sportsmen, Holiday Mtn. Ski Resort, Monticello. Info 518/828-6149.
NEW YORK HARE SCRAMBLES
AMA/NYS H.S. Series. T & P Motor Park, Little Genesee. Info 716/335-6456.
OHIO MOTOCROSS
• AMA. Kenworthy's GP Club, Troy. Info 513/335-4763.
OHIO HARE SCRAMBLE
Athens M.C., Athens. Info 614/592-1692.
OHIO SHORT TRACK
AMA. Regional C'ship. Racing Enterprises. Clark County Fair-grounds, Springfield. Info 513/434-7759.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLES
CRA. Lightning Raceway, Uhrichville. Info 614/922-4775.
OHIO MOTOCROSS
CMCA/D-12/Glass City M.C. Delta Motorsports Park, Delta. Info 419/666-8413 or 882-3286.
OREGON ROAD RACE
OMRRA Series. Portland Int'l Raceway, Portland. Info 503/221-1487.
OREGON SHORT TRACK
AMA/SHRM. Clatsop Speedway, Astoria. Info 503/458-5225.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNSYLVANIA SHORT TRACK/TT
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA MOTOCROSS/ HARE SCRAMBLES
M & G Racing. MX & Buddy H.S. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
TENNESSEE MOTOCROSS
KY-TN MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE MOTOCROSS
AMA. Christiana Raceway, Christiana. Info 615/896-3245.
TEXAS HALF MILE
• AMA Half Mile & Rally. Devils Bowl, Dallas. Info 214/216-5520.
VIRGINIA HARE SCRAMBLES
VA H.S. Series. Rattlesnake, Rural Retreat. Info 703/228-3118.
WASHINGTON MOTOCROSS
• CMC. Thurston County ORV Park, Richland. Info 206/241-6071.
WISCONSIN MOTOCROSS
AMA/D-16. Sugar Camp Off Roaders Pepsi Point Series. Sugar Camp Track & Trail, Rhinelander. Info 715/272-1101.
WYOMING MOTOCROSS
Casper Dirt Riders. Prickly Pear Raceway, Casper. Info 307/577-7459.

May 24

CANADA HALF MILE
Kitchener-Waterloo Cycle Sport Assn. Woodstock Fairgrounds, Woodstock, Ontario. Info 519/632-7802.

May 26

Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.

May 27-30

ALABAMA ROAD RALLY
BMW M.C. Owners of Alabama. 5th Annual Rocket City Rally. Ditto Landing, Huntsville. Info 205/883-1834.

May 28

CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
GFI Racing/Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA SPEEDWAY
SRA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
WASHINGTON MOTOCROSS
• CMC. Seattle Int'l Raceway, Seattle. Info 206/241-6071.
WEST VIRGINIA MOTOCROSS
LVFD. Lavalette Vol. Fire Dept. Lavalette. Info 304/486-5244.

May 28-30

Race Til Dusk/Pistol Dawn. The Mile/Dangers, Springfield. Info 2117/523-1299.

May 29

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
Ironman MX Park, Warrior. Info 205/663-0963.
CALIFORNIA MOTOCROSS
Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
• CMC. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
CALIFORNIA STADIUM MX
• GFI Racing North/Supersport Promotions. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA SHORT TRACK
AMA/D-36. Hills Ferry Speedway, Newman. info 408/779-1036 o 309/862-1461.
CANADA MOTOCROSS
MRA. Leamington Raceway, Leamington, Ontario. Info 313/289-2100.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info 904/784-4787.
GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info 404/943-4935.
GEORGIA MOTOCROSS
APR Promotions. A Place to Ride MX Park, Monroe. Info 404/267-4828.
ILLINOIS HARE SCRAMBLES/ GRAND PRIX
AMA/D-15 & 17. Lincoln Trail Motosports, Casey. Info 217/932-2041.
NEW HAMPSHIRE SHORT TRACK
AMASideways Promotions. Canaan USA Speedway, Canaan. Info 508/874-1732.
NEW YORK ARENACROSS
Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
• Hot Summer Nights Series. Silver Creek MX, Morganton. Info 704/584-0776.
OHIO SHORT TRACK/ SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
AMA/D-11/American Motorsports, Inc. Morgan County Fairgrounds, McConnelsville. Info 614/596-2057.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON SUPERCROSS
• CMC. Albany Supercross, Albany. Info 503/928-4474 or 364-3187.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
PENNSYLVANIA MOTOCROSS
AMA. Team Green MX Nat'ls. High Point Raceway, Mt. Morris. Info 304/594-1157.
TENNESSEE SUPERCROSS
• AMA/Victory Sports. Gray. Info 615/323-5497.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON SHORT TRACK
AMA. Mt. Baker M.C., Hannegan Raceway, Bellingham. Info 206/733-1694 or 734-8295.

May 29-30

CALIFORNIA TRIAL
AMA/PITS. Also Vintage & Beginner. Fall River, Oroville. Info 209/293-4768 or 916/967-0262.
INDIANA MOTOCROSS
NMA Ponca City North Central Region Qualifier/Michigan Engineering. Rochester. Info 616/956-5537.
MEXICO SUPERCROSS
Sucro Racing. Eufrasio Santana Stadium, Tecate, B.C. Info 805/527-7941 or 294-0020.
NEVADA MOTOCROSS
• CMC/OTHG Nat'ls. Silver State Raceway, Carson City. Info 702/267-4392.
OHIO MOTOCROSS
AMA/D-11. Dirt Country MX, Blanchester. Info 513/791-8970.
SOUTH CAROLINA MOTOCROSS
AMA/D-29/Hammer'n Hank Promotion. Benefit MX. Camp Coker Motorsports Park, Society Hill. Info 803/378-4700.
VERMONT MOTOCROSS
VMA C'ship Series/NEMA. Rider Hill MX Park, Derby. Info 802/476-6515 or 434-3241.

May 30

CALIFORNIA SMOOTH SCRAMBLES
Chicken Racnh Racing. Argyll Park, Dixon. Info 916/989-4938.
CALIFORNIA HARE SCRAMBLES
D-36 Series. Klamath. Info 707/482-6615.
CALIFORNIA MOTOCROSS
Motowest Racing Ent. Memorial Day C'ship. Hollister Hills MX Park, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA ARENACROSS
Shasta Union High School Dist. Save Our Sports Foundation. Redding Rodeo Grounds, Redding. Info 916/223-3978.
CALIFORNIA TRIAL
AMA/ATA/VOTE. Dreaded Dam Observed Trial. Littlerock Canyon OHV area, Littlerock. Info 213/259-6631.
CALIFORNIA MOTOCROSS
• CMC. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
COLORADO MOTOCROSS
• SRAC/M & M Connections. Aztec Raceway, Colorado Springs. Info 303/933-7722.
COLORADO ENDURO
RMEC Series. Limon. Info 307/742-4136.
COLORADO MOTOCROSS
Yampa Valley Sportsmen Riders Club. YVSRC Track, Craig. Info 303/824-7238.
FLORIDA MOTOCROSS
FMC Series. Dade City Raceway, Dade City. Info 904/721-7520.
FLORIDA MOTOCROSS
CM-MX GrandAm Series. CM-MX Park, Clewiston. Info 407/368-5882.
FLORIDA MOTOCROSS
RMPC/Florida Sports Park. Round 4 of 4. Homestead. Info 305/880-5822.
ILLINOIS TT SCRAMBLE
AMA/D17. Central IL M.C., Neoga. Info 217/895-2816.
ILLINOIS MOTOCROSS/ HARE SCRAMBLES
AMA/D-15 & 17. Lincoln Trail Motosports Park, Casey. Info 217/932-2041.
KENTUCKY MOTOCROSS
Sheltowee Series. Daniel Boone MX Park, London. Info 606/877-1364.
MASSACHUSETTS ENDURO
NETRA C'ship Series. King Philip East Enduro. Wrentham. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
MISSISSIPPI ENDURO
SERA. Gulfcoast Sandblasters, Saucier. info 601/392-6266.
NEW HAMPSHIRE SHORT TRACK
AMA/Sideways Promotions. Norway Pines Speedway, Rumney. Info 508/874-1732.
NEW YORK MOTOCROSS
Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Claverack MX, Claverack. Info 518/828-6149.
NORTH CAROLINA HARE SCRAMBLES
N.C. H.S. Series. Avent's Ferry 100. Sanford. Info 919/776-2412.
OHIO HARE SCRAMBLES
CRA. Salem M.C., Salem. Info 216/427-6645.
OHIO MOTOCROSS
CRA. Amherst M.C., Amherst. Info 216/988-9100.
OHIO DIRT DRAGS
Morristown Raceway, Morristown. Info 614/782-1015.
PENNSYLVANIA ENDURO
ECEA C'ship Series. New Philadelphia. Info 609/657-6338.
PENNSYLVANIA MOTOCROSS
• AMA Nat'l C'ship 125/250 MX Series. High Point Raceway, Mt. Morris. Info 304/594-1157.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TEXAS CROSS COUNTRY
TCCRA. Lake Whitney Cycle Park, Lake Whitney. Info 817/346-1132.
WASHINGTON MOTOCROSS
AMA Regional. Washougal MX Park, Washougal. Info 503/673-1671 or 648-4555.
WISCONSIN HALF MILE
AMA/Badger Racing Assn. Shawaro County Fairgrounds, Shawaro. Info 414/699-3387.

May 30-31

IDAHO MOTOCROSS
Huetter MX Park, Coeur D'Alene. Info 208/667-7905 or 773-2956.
KANSAS TT SCRAMBLES
KMSA Series. Salina Coyotes, Lake Kanopolis. Info 913/546-2581.
KANSAS MOTOCROSS
KMSA Series/KS M.C. Sportsman Assn./NMA Central Qualifier. Midwest MX, Great Bend. Info 913/842-8272.
MAINE MOTOCROSS
NESC C'ship Series. Lewiston. Info 413/772-0685.
MICHIGAN MOTOCROSS
Baja Acres, Millington. Info 517/871-3356.

May 31

ARKANSAS MOTOCROSS
Arkansas Motosports. Burns Park, North Little Rock. Info 501/562-9448.
CALIFORNIA GRAND PRIX
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394.
ILLINOIS TT SCRAMBLES
AMA/D-17. Central IL M.C., Neoga. Info 217/895-2816.
NEW JERSEY MOTOCROSS
• Powerline Park, New Egypt. Info 908/752-7305.
OHIO MOTOCROSS
Smith Road Raceway, Medina. Info 216/725-8569.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Vinton County Fairgrounds, McArthur. Info 614/596-2057.

June 2

MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.

June 4

CALIFORNIA MOTOCROSS
Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SPEEDWAY
SRA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA MOTOCROSS
GFI North/Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE MOTOROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA/Suzuki Tri-State Challenge Series. Milan Cycle City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
• CMC/Sunline Tacki Grips/On Trac Events. Silver State MX, Carson City. Info 702/267-4392.
NEW JERSEY DRAGS
Prostar. Garden State Nat'ls. Atco Raceway, Atco. Info 609/768-4624.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linesville. Info 814/683-5655.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
NHRA Jr. Drag Racing League. Great Lakes Dragway, Union Grove. Info 818/914-4761.

June 5

ALABAMA MOTOCROSS
Ponca City Nat'l Qualifier. County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA MOTOCROSS
NMA Ponca City Qualifier. Mountain View Raceway, Tucson. Info 602/437-5767.
CALIFORNIA MOTOCROSS
• CMC. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA SUPERCROSS
AMA/World Sports Amatur SX C'ship Series. Spartan Stadium, San Jose. Info 813/894-0439.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
COLORADO SUPERCROSS
• SRAC/Concept Productions. Penrose Stadium, Colorado Springs. Info 303/933-7722.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info 404/943-4935.
IOWA MOTOCROSS
Midwest Masters of MX Series. Dallas County Fairgrounds, Adel. Info 515/285-6910.
KANSAS MOTOCROSS
Wichita Jeeps M.C., Wichita. Info 316/321-2339 or 265-8624.
KENTUCKY MOTOCROSS
Pilot Hill MX Park, Irvine-Ravenna. Info 606/723-4303.
MINNESOTA SHORT TRACK
• AMA/Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEW YORK SHORT TRACK
AMA/AHRMA Dirt Track Nat'l. Lembo Lake Park, Modena. Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SPEEDWAY/ SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
CRA. Western Reserve M.C. Salem. Info 216/337-8077.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON SUPERCROSS
• CMC. Albany SX, Albany. Info 503/928-4474 or 364-3187.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
AMA Hot Summer Nights Series. I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON SCRAMBLES
Dinosaur Daze Vintage Scrambles. Tacoma M.C. Thurston County ORV, McCleary. Info 206/581-3374.
WASHINGTON SHORT TRACK
• AMA/Mt. Baker M.C. Hannegan Speedway, Bellingham. Info 206/733-1694 or 734-8295.

June 5-6

CALIFORNIA RALLY
5th Annual California 24-Hour Rally for Alzheimer's Assn. Best Western Hotel, Willows. Info 415/871-6129.
CALIFORNIA MINI ROAD RACE
CMRRA. Bakersfield Raceway, Bakersfield. Info 714/891-0187.
CALIFORNIA DRAGS
• NMRA Coors Series. Sears Point Raceway, Sears Point. Info 916/635-4040.
CALIFORNIA MINI RACE
CMMC. Barona Raceway, Ramona. Info 619/561-9016.
INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel. Info 317/698-2420 or 513/874-8400.
IOWA TRIALS
All Iowa Trials Riders Assn./AHRMA Vintage Trials. Anamosa. Info 515/753-7317.
KANSAS MOTOCROSS
KMSA MX C'ship Series. Wichita. Info 913/842-8272.
MICHIGAN MOTOCROSS
AMA/D-14. Mustang Acres, Brighton. Info 313/229-9719 or 227-3222.
MISSOURI DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series. Midwest Trail Riders Assn. Lesterville. Info 314/576-4013.
NEW HAMPSHIRE TURKEY RUN
NETRA Turkey Run Series. Jack Noga Two-Day, Henniker. Info 203/875-5757.
OHIO CROSS COUNTRY
AMA/D-11/JTM Promotions. Athens/Millfield. Info 614/653-7395.
PENNSYLVANIA MOTOCROSS/ SUPERCROSS
AMA/D-6/AHRMA. Hurricane Hills Sport Center, Clifford. info 717/222-9290.

June 6

CALIFORNIA GRAND PRIX
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA RALLY
Inland Empire Chapter, H.O.G. Sunday in the Hills. North of Azusa. Info 909/737-1372 or 674-9286.
CALIFORNIA MINI RACE
AMRRA Series. Amago Kart Track, Rosamond. Info 310/516-8666.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
• CMC. Summer Series. Temecula Motorsports, Temecula. Info 619/246-7262.
DELAWARE ENDURO
ECEA C'ship Series. Whiteford. Info 609/657-6338.
FLORIDA MOTOCROSS
FMC. Orlando MX Park, Orlando. Info 904/721-7520.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills, Roberta. Info 912/788-0413 or 404/929-8392.
ILLINOIS TT SCRAMBLES
AMA/D-17. Central IL M.C., Neoga. Info 217/895-2816.
ILLINOIS TRIALS
Tri City M.C., Coal Valley. Info 309/799-9449.
ILLINOIS MOTOCROSS
Bloomington-Normal M.C., Wapella. Info 217/445-2536.
INDIANA HALF MILE
Fast Track Racing, Inc. LaPorte County Fairgrounds, LaPorte. Info 219/426-5528.
IOWA HARE SCRAMBLES
IERA Hare Scrambles Series. Dow City. Info 515/795-3440.
IOWA SWAP MEET
J & P Promotions. Hillclimb, Show & Swap Meet. Anamosa. Info 319/462-6011.
KANSAS HARE SCRAMBLES
KMSA C'ship Series. Westmoreland. Info 913/842-8272.
KANSAS MOTOCROSS
KORR C'ship Series. Green Acres, Marion. Info 316/636-5113.
KENTUCKY MOTOCROSS
Pendleton County M.C. Park, Gardnersville. Info 606/472-3442.
MARYLAND SUPERCROSS/ MOTOCROSS
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MARYLAND MOTOCROSS
Antietam M.C., Hagerstown. Info 301/797-8686.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Palmyra. Info 308/928-2503.
NEW YORK HARE SCRAMBLE
AMA/D-34/Metropolitan Sports Comm./Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
NEW YORK HARE SCRAMBLES
AMA/NYS Hare Scrambles Series. Zoar Valley M.C., Cattaraugus Rod & Gun Club, Cattaraugus. Info 716/532-3355.
NEW YORK SHORT TRACK
AMA. Electric City Riders M.C., Schenectady. Info 518/372-1526.
NEW YORK MOTOCROSS
WNYSC Series. Batavia. Info 716/594-0482.
NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Marshall. Info 704/645-3097.
NORTH CAROLINA MOTOCROSS
D-29 Series. Top Gun, Iron Station. Info 704/596-6577 or 732-8200.
OHIO DRAGS
• Dirt Drags. Morristown Raceway Park, Morristown. Info 614/782-1015.
OHIO CROSS COUNTRY
AMA Wiseco/Yamaha/Dunlop GNCC Series. Burr Oaks, Millfield. Info 614/653-7395.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OKLAHOMA MOTOCROSS
White Sands MX, Valliant. Info 405/933-7926.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Lake Murry, Ardmore. Info 405/386-6088 or 390-8812.
OKLAHOMA MOTOCROSS
NMA Qualifier Cimarron Region. Elk City MX Park, Elk City. Info 405/733-0341.
OREGON MOTOCROSS
• CMC. Eugene MX, Eugene. Info 503/484-5217.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Flying Dutchmen M.C. Pine Grove. Info 717/345-6340 or 8734.
RHODE ISLAND HARE SCRAMBLES
NETRA C'ship Series. Woodsocross, W. Greenwich. Info 203/875-5757.
TENNESSEE MOTOCROSS
T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE MOTOCROSS
• AMA/Southeastern Regional Mega Series. Hidden Acres MX, Kingsport. Info 615/245-4919 or 323-5497.
TENNESSEE DRAGS
AMRA . All Harley Drags Pro Fuel Sunday, Music City Raceway, Nashville. Info 615/648-1607.
TENNESSEE MOTOCROSS
AMA. Christiana Raceway, Christiana. Info 615/896-3245.
TEXAS HARE SCRAMBLE
Texas Scrambles Assn. Scott Ranch, High Grove. Info 713/666-6483,
VERMONT MOTOCROSS
VMA C'ship Series. Rider Hill MX Park, Derby. Info 802/476-6515 or 434-3241.
WASHINGTON SHORT TRACK
Dinosaur Daze Vintage S.T. Tacoma M.C. Thurston County ORV Park, McCleary. Info 206/581-3374.
WYOMING HILLCLIMB
Casper Dirt Riders. Mostellor Ranch, Casper. Info 307/237-2244.

Racing Enterprises Motocross Inc. Presents
GATORZ image is critical.
COMMOTION BY THE OCEAN VI
$4,000 Pro Purse
May 22nd & 23rd, 1993
Carlsbad Raceway Motocross
See Round 2 of the Sound of Thunder 4 Stroke Pro Motocross Series on Sunday
REM $ Bonus: Top finishers in the 125, 250, 500, Junior and Intermediate classes will receive a bonus of $100 for 1st, $50 for 2nd and $25 for 3rd!
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Ask for the Motocross special rates. Located at 1-5 and Palomar Airport Road.
Saturday
Beginners & Juniors
80, 125, 250, 500, Vet and OT
Sportsman Entry - $35.00
Sunday
Intermediates & Pros
80, 125, 250, 500, Vet and OT
Pro Entry - $45.00
Thousands of Dollars In Product Sponsors
Gates open at 6:00 am • Sign-up 6:30 - 8:00 am • Practice at 8:00 am
Carlsbad Raceway is located 8 miles east of 1-5 on Palomar Airport Road at Business Park Dr.
For information, contact Racing Enterprises Inc. at:
13223 Black Mt. Rd., # 1-176, San Diego, CA 92129 • (619) 484-1441 or (619) 727-1171

Experience a new, authentic, natural-terrain motocross!!!
TEMECULA MotorSports PARK
Fri., June 4 - Open Practice 9am - 6pm
Sat., June 5 - Open Practice 8am - 1pm
Sun., June 6 - CMC Summer Series MX #1
For Race Info, Call (619) 246-7CMC
Winchester @ Diaz Rd., Temecula, CA
Overnight Camping Available

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20 YEARS IN BUSINESS
1973-to-1993-and on...
Norton TRIUMPH BSA
SYMONDS CYCLES
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(818) 897-4738

SRA GP California Schedule
Members / Non Members
May 23 Glen Helen
June 13 Glen Helen
July 18 Carlsbad
Info (714) 957-2985

MOTOWEST RACING ENT. (408) 238-8208
Sun., Mon., May 30-31: Round 4 - Memorial Day Championship — Hollister Hills
Sun., June 13 Rnd. 5 - Hi Point — Hollister Hills
Sun., June 27 Rnd.6 - Hi-Point — Metcalf M/C Park
Sun., July 25 — Hollister Hills
GFI - MOTOCROSS

Sunrise Valley Raceway
Every Thursday & Saturday
Open M/C Practice
9 a.m. to 6 p.m. $10.00 per Rider
Spectators FREE
Track Prepped & Watered
SVR (619) 246-7262

Carlsbad Saturday Motocross
No Membership Required
May 22 & 23
Commotion By The Ocean
Sat. May 29th , Sat. June 5
Racing Enterprises (619) 484-1441

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

BAJA PROMOTIONS
Off-Road Desert & Gran Prix Racing in BAJA
June 12= TECATE GP - 8-mi. laps - 2 hrs. plus 1 lap!
June 25-27= "TECATE 250"- multi-laps Team race!
ALL CLASSES OF MCs & ATVs - PRO & SPTS.
P.O. Box 8938, Calabasas, CA. 91302
818 992-6355/340-5750 Fax: 818 348-4648
NO MEMBERSHIP REQUIRED

AMRRA
Formula 3, 4 & 5 Racing
(125cc, 80cc & 50cc Road Racing)
June 6 Rosamond, CA
July 2-4 Riverside, CA
(2nd Annual World Champ. Event)
August 8 Rosamond, CA
AMERICAN MINI ROAD RACING ASSOCIATION
CALL FOR INFO: (310) 516-8666

Old Timers MX Association Race Schedule
Sun., May 23 — Perris — CRC MX
Sun., May 30 — L.A.C.R. — CRC MX
Mon., May 31 — L.A.C.R. — CRC GP
"No Points Race" (Holiday Weekend)
For Information Call (714) 633-9503

SHANDON LIONS CLUB
AMA Sanctioned MOTOCROSS
805 238-1240 or 805 547-1524
MAY 23RD '93
20 miles East of Paso Robles, CA
6 miles S/E of Shandon
Off Hwy's 41&46 West, follow arrows
CENTRAL COAST MOTORCYCLE ASSOCIATION

GFI RACING (909) 371-3434
Sat., May 22 GFI Super Saturday Morning MX — Perris
Sat., May 29 GFI Super Saturday Morning MX — Perris
Sun., May 30 No Race
Mon., May 31 GFI Sports Memorial Day MX — Perris
Sat., June 5 GFI Super Saturday Morning MX — Perris
A RIDER FOR THE RIDERS

CMC
Race With The Best
Sat., June 5 — Sunrise
Night MX Opener
Sun., June 6 — Temecula
Summer Series - Round #1
Sun., June 13th — Sunrise
Summer Series - Round #2
MX Practice: May 20th, 22nd & 27th
(619) 246-7262— FAX (619) 246-3353

SPEEDWAY RACING
Every Friday Night
OC Fairgrounds / Costa Mesa, CA
May 21 KIK-FM 4-Team Shootout
May 28 KNAC Fox Night
June 4 Handicap & Scratch Racing
Info: (714) 492-9933

RESULTS

Motocross
Sacto Raceway
Sacramento, CA
May 7
By Jennifer Trimp

P/W
Shannon Hubbell Yam
Nicholas Dunn Yam
Carl Madsen Suz
Brent Lund Yam
Nathanial Lucero Yam
P/W JR
Anthony Valdez Yam
Bobby Thompson Yam
Anthony Guerra Yam
60 0-8
Vince Blair Hon
Robert Lawrence Kaw
60 9-11
Joe Patterson Kaw
Ryan Wallace Hon
80 9-11
Lonny Fritch Kaw
Tony Patterson Kaw
Ryan Fennie Yam
125 BEG D-1
Ralph Spaletta Suz
Russ Oroszi Suz
Wesley Masterson Hon
Glen Williams Suz
Jason Dodson Kaw
125 BEG D-2
Ralph Spaletta Suz
Wesley Masterson Hon
Pete Mufich Yam
Tim Smith Hon
Howard Buhleft Hon
125 JR
Chris Baccelli Kaw
Eddie Mcclintock Suz
Danny Finley Kaw
Waylon Hall Hon
Kenny Davis Hon
250 BEG
Derek Ward Suz
Guillermo Calerson Hon
Kirk Dunn Hon
Dan Linstad Yam
Jeff Serrano Hon
250 JR
Dan Nelson Hon
Kevin Roach Hon
Ron Mitchell Kaw
Brad Mclennan Hon
Jim Lehnertz Suz
500 AM
Tony Patterson Kaw
Robert Austin Kaw
VET BEG
Al Angulo Hon
Tony Viau Yam
Bob Mitchell Hon
VET JR
Phil Rose Hon
Scott Link Yam
INT
Eric Liddell Kaw
Willie Miller Hon
Bryan Noe Suz
Sergio Fernandez Yam
Emmet Ramirez Suz
PRO
John Stark Yam
Aaron Cantrelle Suz
Rob Forsberg Suz
Shane Berg Kaw
Tyson Vohland Yam

Motocross
Mountain View Raceway
Tucson, AZ
May 1

50 BEG
Kyle Rivera
Tarrah Johnson
Michael Tabor
50 NOV
Ronald Gambel, Jr.
Dennis Jonon
60 0-8
Blake Tirman
Nathan Rivera
Chad Lambert
60 9-11
Kevin Lusk
Talen Harman
80 BEG
Nick Fouts
Robert Dysenger
Tyfor Vanderpool
80 NOV
George Hammel
Will Smith
Klinte LaPlante
125 BEG
Cliff Salmond
Richard Mequia
Eric Whiteford
125 NOV
Jeremy Giroir
Brian Highsmith
Jeff Piasecki
250 BEG
Brad Logan
Scott Rich
Bill Hardin
250 NOV
John McAdams
Jeff Homoki
Chris Jordan
250 INT
Tim Widener
Pat Eggman
Justin McMurrich
SR NOV
Dan Robbins
David Ernest
Carlos Almada
SR
Joe Petruska
Stacey Miller
PRO
Eric Anderson
Scott Obenchain
Danny Bonham

Drag Race
AMRA Southern Swing Nat'l
Twigg's County Dragway
Dublin, GA
Apr. 24-25

T/F
Bob Spina
Mike Romine
SP/F
Doris Wiggins
Bill Furr
P/F
Doc Savage
Bill Furr
T/G
John Peek
Gary Stroud
P/S
Dave Feazell
Joe Coursey
M/FL
Larry LeVeque
Vicki Johnston
SM/FL
Ken Bradfield
Buddy Upchurch
M/XL
Bobby Pettit
Jan Downing
SM/XL
Sharon Garrison
Mike Shute
"D"
Carleton Rutt
Jim Dahling
"T"
Doyle Parker
Garde Misegades
SS/FL
Andy Romness
Louis Farmer
SS/XL
Mike Young
Mark Willett
S/A
Bruce Lyons
S/B
Donald Register
Jim Dhanse
"E"
Kenny Poss
John Lopez

Motocross
The Challenger Raceway
Jacksonville, PA
Apr. 11

125 A
Shane Slother Yam
Michael McDonald Suz
Kevin Musser Hon
Sean Hogan Suz
Scott McGill Suz
125 B
Michael Herman Suz
Jack Howell Suz
James Fry Hon
Allen Lanacz Suz
Craig Folmar Hon
COLLEGE BOY
Rob Black Suz
Kirk Kruze Suz
Sherri Stephens Hon
65 7-11
Gene Stull Kaw
Michael Massey Kaw
James Blair III Kaw
Ryan Holliday Kaw
85 JR 7-11
Branden Jesseman Suz
85 INT 12-13
Christopher Panucci Kaw
85 SR 14-15
Ryan Gates Yam
Mark Klingensmith Jr. Suz
Jamie Foster Kaw
Steve Reasor Suz
250 C
Thomas Palsa Yam
Joseph Olish Jr. Suz
Douglas Kendra Yam
Rick McKeever Suz
Joseph Cartia Hon
OPEN A
Ted Greene Hon
OPEN B
Michael Stelmack Hon
David Fox Kaw
David Rush Hon
VET A
Jeffrey Provance Hon
Kirk Rogers Hon
David Grimes Hon
VET B
David Capane Hon
Mike Donella Yam
Tim Booth Suz
David Kaufman Yam
0-51 4-8
Gene Stull Yam
Christophr Stuckey Yam
66-85 7-15
Branden Jesseman Suz
125 C
Donald Luther Jr. Suz
Ronald Johnson Hon
Jeffrey Stevenson Yam
Joseph Nucci Hon
Steve Plusquellic Hon
250 A
Michael McDonald Suz
Shane Slother Yam
Sean Hogan Suz
Kevin Musser Hon
Rob Black Suz
250 B
Kirk Kruze Suz
Michael Stelmack Hon
Chad Oppy Suz
David Stanley Yam
Jack Howell Suz
OPEN C
Troy Mihalinac Hon
San Zitterich Kaw
Eric Weis Hon
John Hay Hon
Richard Guter Suz
+25
David Grimes Hon
Steven Shaffer Kaw
SR
Richard Smallwood Suz
Clifford Shaffer Kaw
Dave Ulizio Suz

Motocross
White Oak MX Park
Fredericksburg, VA
May 2
By Caryl Pigg

50
Corey Hornes Yam
Chris Bisen Yam
John Maginec Yam
Billy Malkemus Yam
Jennifer Mark Yam
80 7-11
Andrew Tsakanekas Suz
Brandon Raymond Kaw
60
Corey Hornes Kaw
80 12-13
Mike Ford Kaw
Ian Coleman Kaw
Barry McCaslin Yam
A.R. Gardner IV Yam
80 14-15
Ryan Walls Kaw
Rocky Nichols Yam
Myles Scarano Suz
Danny Mills Kaw
Ryan Middleton Kaw
+25 B
Brad Crouch Hon
D.D.Colley Yam
John Phillips Hon
Brian Behan Hon
Joe Tashjian Hon
125
Mike Kelberer Hon
Jay Foster Hon
Andrew Mitchell Kaw
Larry Tyler Hon
Eddy Valverde Kaw
OPN
Jay Rassa Hon
Todd Stith Kaw
Danny Whitten Hon
Joe Marino Hon
Jay Boarman Kaw
SR +40
Brian Batterson Yam
Wayne Sody Kaw
Joe Conlon Hon
Pete Tsakanikas Suz
Cullen Hornes KTM
OPN B
Kevin Sutera Hon
James Travis Hon
Jon Dodd Hon
Chris Mills Kaw
John Kirk Hon
College Boy
Billy Schlag Suz
Steve Gaumer Kaw
John Lee Hon
Freddie Longfellow Hon
Barry Gibson Kaw
VET A
Tim Schmelyun Kaw
Alan Kocotas Hon
Andrew DeLauder Yam
Todd Stith Kaw
Edward Childs Kaw
+25 A
Mike Moore Yam
Tim Schmelyum Kaw
Scott Bland Suz
Michael Crocker Hon
Pat McCormick Yam
125 A
Billy Schlag Suz
John Bawlen Suz
Michael Peat Kaw
Ricky Wetzel Yam
Kurtis Barron Kaw
125 B
John Lee Hon
Darin Enswiller Kaw
Jake Stanley Kaw
Mike Fink Kaw
Tony Rice Kaw
U/L B&C
Jay Foster Hon
Gary Scholl Hon
250 B
Brian Hayden Yam
D.D. Colley Yam
Joe Tashjian Hon
Ramin Tajvidi Hon
Kenneth Warren Hon
250 C
Richard Hoffa Hon
Trenton Thomas Kaw
David Shabe Kaw
Chris Wynkook Hon
Jeff Hoffman Yam
VET B
Tim Jacobs Suz
David Wilcox Hon
Daniel Sellner Kaw
Gary Jones Hon
Anthony Bova Hon
250 A
Michael Moore Yam
Ricky Whetzel Yam
Scott Bland Suz
Rob McWhorter Hon
Terry Kennedy Yam

Road Race
Loudon RR Series
New Hampshire Int'l Speedway
Loudon, NH
Apr. 24-25

EX L/W S/TW
David Robertson Duc
James Whitaker Kaw
Daniel Frisbie Duc
Zoran Vujasinovic Hon
Thomas Fournier Hon
EX L/W PROD
Brett Metzger Yam
Scott Armstrong Yam
William Martovich Jr Kaw
Scott Decker Yam
Victor Landau Yam
JR L/W S/TW
Kevin McCrea Kaw
Thomas Kieper Yam
Jonathan Vaughn Yam
Clint Space Yam
George Tenekes Kaw
AM M/W GP
Timothy Kisieleski Hon
Darin Klemens Hon
Brian Vachon Hon
Brad Allan Hon
Thomas Sonnenberg Yam
AM U/L PROD
Michael Van Yam
Adam Mihulka Suz
George Hulsair Suz
Ted Rakitze Hon
Kenneth Coolbeth Suz
EX H/W S/S
Marc Smith Kaw
Steve Moriarty Kaw
Chris Embler Suz
Eric Wood Kaw
Sean Sweeney Hon
JR H/W S/S
Charles Chouinard Hon
Scott Ford Suz
Paul Giandinoto Suz
Paul Wren Kaw
Kevin McCrea Kaw
EX H/W TW
Brian Nowokunski Hon
AM L/W S/BK
Mark Anzalone Yam
Thomas Sonnenberg Yam
Steven Delorie Yam
Edward Yetter Hon
John Jurkiewicz Yam
AM L/W PROD
Predgrag Dubravcic Kaw
Ian Prees Kaw
Todd Fitting Kaw
Thomas Nardone Yam
Lawrence Ebert Kaw
EX L/W GP
Timothy O'Connor Yam
William Greenwood Yam
Brett Guyer Yam
Brian Nowokunski Hon
Angel Sotoz Yam
EX M/W GP
Donald Berry Jr Kaw
Erik Larsen Hon
Michael Gallagher Hon
Charles Rosaly Hon
Michael Worden Kaw
JR L/W GP
Philip Digregorio Yam
Shaul Perry Yam
Kevin McCrea Kaw
Eric Boyden Yam
Seth Hahn Kaw
JR M/W PROD
Charles Chouinard Hon
John Scheehser Hon
Albert Spinosa Yam
Dale Dandrea Hon
Michael Lombardy Hon
AM M/W S/S
Rafael Jimenez Hon
Darrin Klemens Hon
Steve Thibodeau Suz
Brian Vachon Hon
Thomas Sonnenberg Yam
EX H/W S/S
Marc Smith Kaw
Eric Marsden Kaw
Louis Saccoccio Suz
James Lussier Kaw
Brian Kent Hon
EX M/W GP
William Greenwood Yam
Timothy O'Connor Yam
Russell Katzenberger Kaw
Scott Greenwood Hon
Charles Rosaly Hon
JR H/W S/BK
Greg Nichols Kaw
Michael Lees Kaw
Paul Wren Kaw
Albert Spinosa Yam
Paul Giandinoto Suz
JR M/W GP
Ronald Taylor Hon
Ralph Peppe Hon
Pete Byrne Hon
Kevin McCrea Hon
Anthony White Hon
AM H/W S/BK
Warren Koman Kaw
Lazaro Diaz Kaw
Steven Vargas Suz
Chris Reynolds Suz
Michael Nemeth Kaw
EX U/L S/S
Marc Smith Kaw
James Lussier Kaw
Brian Kent Hon
Eric Wood Kaw
Brett Metzger Suz
JR U/L S/S
Scott Ford Suz
Philip Digregorio Hon
Peter Lewco Suz
Matthew Kirk Suz
Ervin Lyskawa Sr. Hon
AM H/W TW
Steven Vargas Kaw
Lawrence Ebert Kaw
Matthew Connorton Duc
Stephen Johnson Hon
Andrew Hull Duc
AM L/W TW
David Aubrey Kaw
Allen Helper Kaw
Kyle Zazzi Hon
Douglas Riggs Hon
Robert Diaz Jr. Kaw
EX GTO
Louis Saccoccio Suz
Thomas Holcomb Kaw
Brett Metzger Suz
Joseph Esile Suz
Peter Kates Suz
EX GTU
Timothy O'Connor Yam
Michael Worden Kaw
Peter Illich Hon
Michael Gallagher Hon
Russell Picard Hon
JR GTU
Pete Byrne Hon
Ralph Peppe Hon
Kevin McCrea Hon
Edward Faccioli Hon
Dale Dandrea Hon
EX L/W S/TW
Brett Metzger Yam
Scott Armstrong Yam
Brett Guyer Yam
Scott Decker Yam
Declan Carbin Kaw
EX SPTSMN
Lawrence Hanlon Hon
Jerry Wood Kaw
Russell Burlington Kaw
John Cowan Kaw
Brian Nowokunski Hon
JR L/W S/TW
Paul Scarpa Yam
Russell Grimes Yam
Jonathan Vaughn Yam
Lance Faccioli Yam
Ken Degnan Yam
JR SPTSMN
Seth Hahn Kaw
Kevin McCrea Kaw
Stephen Martovich Kaw
George Tenekes Kaw
Bill Ormerod Yam
EX U/L GP
Dale Quarterley Kaw
Louis Saccoccio Suz
Marc Smith Kaw
Steve Moriarty Kaw
James Lussier Kaw
JR U/L GP
Paul Giandinoto Suz
James Copeland Yam
Thomas McGinley Kaw
Jeff Lastowka Suz
Christian Milligan Kaw
AM H/W S/S
Warren Koman Kaw
Freddy Delgado Kaw
Michael Nemeth Kaw
Steve Thibodeau Suz
Gary Pescatore Kaw
EX H/W S/TW
James Whitaker Kaw
Jerry Wood Duc
Mark Reynolds Hon
Paul Kelly Duc
Thomas Fournier Duc
EX M/W S/S
Brian Kent Hon
Jeff Perry Hon
Donald Berry Jr Kaw
Russell Katzenberger Kaw
Erik Larsen Hon
JR M/W S/S
Pete Byrne Hon
Charles Chouinard Hon
John Scheehser Hon
Michael Lombardy Hon
Edward Faccioli Hon
JR H/W S/TW
Kevin McCrea Kaw
Thomas Fritschka Hon
David Podolsky Hon
Stephen Keegan Duc
Gary Orr Hon
AM L/W S/S
Mark Anzalone Yam
Thomas Sonnenberg Yam
Edward Yetter Hon
Steven Delorie Yam
Francis Reed Yam
AM SPTSMN
Allen Hepler Kaw
Predrag Dubravcic Kaw
Rick Moreau Yam
Todd Fitting Kaw
Kevin Perry Yam
AM M/W TW
Nathan Sanel Yam
Peter Van Buren Kaw
John Dahl Kaw
Andre Weiser Kaw
Michael Duda Kaw
AM US TW/SPRT
Jeff Harding H-D
EX M/W TW
William Martovich Jr Kaw
Edclan Carbin Kaw
Brian Nowokunski Hon
Jerry Wood Kaw
Charles Rosaly Kaw
EX L/W S/BK
Brett Metzger Yam
Scott Armstrong Yam
Brett Guyer Yam
Mark Smith W-R
David Karten Yam
JR L/W S/BK
Shaul Perry Yam
Russell Grimes Yam
Kevin McCrea Kaw
Eric Boyden Yam
Jonathan Vaughan Yam
JR M/W TW
Seth Hahn Kaw
Philip Pokrinchak Kaw
Stephen Martovich Kaw
EX US TW/SPRT
Brian Tillson H-D
James Whitaker H-D
Troy Roberts H-D
Bobby Kuhl H-D
Robert Allison H-D
JR US TW/SPRT
Ervin Lyskawa H-D
AM M/W S/BK
Darrin Klemens Hon
Steve Thibodeau Suz
Rafael Jimenez Hon
Gary Brooks Hon
Daniel Rosato Hon
EX M/W S/BK
Jeff Perry Hon
Sean Sweeney Hon
Erik Larsen Hon
Peter Illich Hon
Russell Katzenberger Kaw
EX U/L PROD
Steve Moriarty Kaw
Charles Small Suz
Tom Colton Suz
Michael Gallagher Hon
David Eldredge Hon
JR U/L PROD
Charles Chouinard Hon
Michael Lees Kaw
Scott Ford Suz
Shawn Menard Suz
Mike Indresano Kaw
JR M/W S/BK
Pete Byrne Hon
John Scheehser Hon
Kevin McCrea Hon
Aaron Spettel Hon
Enda McGinn Hon
AM L/W GP
Mark Anzalone Yam
Thomas Sonnenberg Yam
Edward Yetter Hon
David Harris Yam
Nathan Sanel Yam
AM M/W GP
Daniel Rosato Hon
Michael
Van Ossenbruggen Yam
Scott Clinton Hon
Steven Berrard Suz
Kenneth Hunter Yam
AM H/W S/TW
Matthew Connorton Duc
Kenneth Wickline Kaw
Lawrench Ebert Kaw
Douglas Riggs Hon
Joseph Dimuccio Duc
AM GTO
Lazaro Diaz Kaw
George Hulsair Suz
Patrick Stanton Jr Kaw
AM GTU
Timothy Kisieleski Hon
Michael Castell Hon
Brian Vachon Hon
Brian Thompson Hon
Desmond Conboy Hon

Road Race
AMA C'ship Cup Series
Road America
Elkhart Lake, WI
Apr. 17-18

AM H/W S/BK
Bryant Soberg Hon
Bradley Zajic Hon
William Kubitz Hon
Mark Hayes Yam
Kurt Kubitz Suz
EX H/W S/BK
Brad Dunkel Kaw
Mike Karm Kaw
Roger Hendricks Suz
Eric Smith Suz
John Murphy Kaw
EX M/W S/BK
Rick Breuer Hon
Shawn Conrad Hon
Sam Wardrip Hon
Tom Girard Hon
Jess Farr Hon
AM M/W S/BK
Jason Brookshaw Hon
Bryant Soberg Hon
Bradley Zajic Hon
Mark Hayes Yam
Mike Helfers Hon
AM L/W S/BK
Eric Bleed Yam
David Pabst III Yam
Matt Dahm Yam
Gary Foust Yam
Dave Krueger Hon
EX L/W S/BK
David Doe Yam
Brian Conley Yam
Patrick Ryder Kaw
Michael Lower Yam
Brook Anthony Yam
AM L/W GP
Eric Bleed Yam
Gary Prince-Cox Hon
Matt Dahm Yam
Dave Krueger Hon
Gary Foust Yam
EX L/W GP
Larry Cohee Yam
Rodney Antrim Yam
David Doe Yam
Michael Hunter Yam
James Vaupel Yam
EX M/W GP
Rick Breuer Hon
Michael Hunter Yam
Gordon Lunde Jr. Hon
Jason Tresslar Hon
Chuck Muller Hon
U/L GP
Robert Meister Suz
Trevor Unger Kaw
Kevin Graham Kaw
Brad Dunkel Kaw
Tom Girard Hon
AM SOLO GTU
Dane Whaley Yam
Jason Brookshaw Hon
William Kubitz Hon
Bradley Zajic Hon
Todd Evans Hon
EX SOLO GTU
Rick Breuer Hon
Jed Kimla Kaw
Shawn Conrad Hon
Trevor Unger Hon
Douglas Farrar Hon
AM SOLO GTO
Bryant Soberg Hon
Mark Hayes Yam
Jason Brookshaw Hon
Kurt Kubitz Suz
Bradley Zajic Hon
EX SOLO GTO
Robert Meister Suz
Brad Dunkel Kaw
Greg Hutcheson Hon
Chuck Heying Suz
Derek Struye Hon
EX L/W S/S
Brian Conley Yam
Brook Anthony Yam
Timothy Galvez Yam
Scott Brown Yam
David Folz Yam
AM L/W S/S
Matt Dahm Yam
David Pabst Yam
Jason Wencel Yam
Danny Miller Yam
Gene Bratovich Yam
AM M/W S/S
Jason Brookshaw Hon
Bryant Soberg Hon
Bradly Zajic Hon
Mark Hayes Yam
William Kubitz Hon
EX M/W S/S
Trevor Unger Hon
Shawn Conrad Hon
Rick Breuer Hon
Douglas Farrar Hon
Tom Girard Hon
AM H/W S/S
Bryant Soberg Hon
Bradley Zajic Hon
Mark Hayes Yam
William Tracy Hon
Phil Jannes Suz
EX H/W S/S
Trevor Unger Kaw
Brad Dunkel Kaw
Robert Meister Suz
Kevin Graham Kaw
Mike Karm Kaw
U/L S/S
Robert Meister Suz
Brad Dunkel Kaw
Greg Hutcheson Hon
Derek Struye Hon
Tom Girard Hon
AM L/W S/TW
Eric Kemsuzian Kaw
Jeff Williams Kaw
Troy Krotz Hon
Lon Allen Duc
Terry McGran Hon
EX L/W S/TW
Mark Pangborn Duc
Patrick Ryder Kaw
Dave Moon Duc
Scott Rothermel Duc
Billy Fehrman Kaw
EX H/W S/TW
Mark Pangborn Duc
Dave Moon Duc
Mike Peterson Hon
Scott Rothermel Duc
Billy Graef H-D
AM H/W S/TW
Eric Kemsuzian Kaw
Troy Krotz Hon
Jeff Williams Kaw
Terry McGraw Hon
Bill Carpenter Kaw
YAM SECA
Mark Middleton Yam
Stephen Wright Yam
Bryan Ellington Yam
Thomas Rose Yam
Daniel Fischer Yam
EX SPRTSMN
Patrick Ryder Kaw
Billy Fehrman Kaw
Glen Christianson Suz
Daniel Slattery Yam
Jon Gougar Suz
AM SPRTSMN
Eric Kemsuzian Kaw
Gary Foust Yam
Jeff Williams Kaw
Brian McLaughlin Yam
Nick Manske Kaw
EX US TW/SPRT
Billy Graef H-D
Robert Buffington H-D
Dick Fisher H-D
AM US TW/SPRT
Darvin Loyd H-D

Road Race
AMA C'ship Cup Series
Heartland Park Topeka
Topeka, KS
Apr. 10-11

AM SOLO GTU
Chris Pauli Hon
Paul Gardalen Yam
Sean Kent Hon
Louis Glass Yam
Arthur Holthues Hon
AM L/W S/S
Joseph Dino III Yam
AM M/W S/S
Chris Pauli Hon
John Layton Hon
Chet Meyer Hon
Thane Burnight Yam
Sean Kent Hon
EX M/W S/S
Dave Rosno Hon
Chad Bynum Hon
Michael Gaherty Suz
Kee Hung Hon
Robert Nellor Yam
AM H/W S/S
Chris Pauli Hon
Darrin Fry Suz
Chet Meyer Hon
John Layton Hon
Larry Denning Suz
EX H/W S/S
Dave Rosno Hon
Roger Hendricks Suz
Chad Bynum Hon
Brian Balkema Suz
James Milroy Suz
U/L S/S
Dave Rosno Hon
Roger Hendricks Suz
Shane Norris Yam
James Milroy Jr. Suz
Mike Balkema Yam
AM L/W S/TW
Jeffrey Swan Yam
EX SOLO GTU
Dave Rosno Hon
Bryan Balkema Suz
Roger Hendricks Suz
Mike Balkema Yam
James Milroy Jr. Suz
AM SOLO GTU
Darrin Fry Suz
Larry Denning Suz
John Layton Hon
Steve Haesemeyer Hon
Mark Bernal Suz
EX SOLO GTU
Rick Bullock Yam
Dave Rosno Hon
Michael Golden Yam
Randy Stevenson Yam
Chad Bynum Hon
AM SPRTSMN
Rod Gass Yam
Alan Heriford Yam
Brian Capps Yam
AM L/W S/BK
Rod Gass Yam
Jeffrey Swan Yam
Alan Heriford Yam
Brian Capps Yam
EX L/W S/BK
Ben Brilhart Yam
Shane Clarke Yam
AM M/W S/BK
Chris Pauli Hon
Thane Burnight Yam
John Layton Hon
John Schmidt Yam
Louis Glass Yam
EX M/W S/BK
Dave Rosno Hon
Chad Bynum Hon
Randy Stevenson Yam
Robert Nellor Yam
Shane Clarke Yam
AM H/W S/BK
Darrin Fry Suz
Louis Glass Yam
Mike Messer Kaw
Steve Byers Suz
John Schmidt Yam
EX H/W S/BK
Dave Rosno Hon
Pedro Bravo Suz
James Milroy Jr. Suz
Steve Knapp Suz
Roger Hendricks Suz
AM L/W GP
Paul Gardalen Yam
Greg Bender Yam
Rod Gass Yam
Alan Heriford Yam
Brian Capps Yam
EX L/W GP
Rick Bullock Yam
John Stanley Yam
AM M/W GP
Chris Pauli Hon
Greg Bender Yam
Thane Burnight Yam
John Schmidt Yam
Adam Boklage Yam
EX M/W GP
John Stanley Yam
Dave Rosno Hon
U/L GP
Rick Bullock Yam
Michael Golden Yam
Roger Hendricks Suz
Shane Norris Yam
James Milroy Jr. Suz

Road Race
AMA C'ship Cup Series
Roebling Road Raceway
Bloomingdale, GA
Apr. 10-11

AM SPRTSMN
Andrian Joey Hunt Yam
Dave Hardy Yam
Jeffrey Semming Yam
Carl Anderson Yam
James Connell Hon
EX SPRTSMN
Richard Bolen Yam
John Lowman Yam
Robert Ault Hon
Steve Housley Kaw
Tony Martin Yam
AM L/W S/S
Ian Lineberger Yam
Shawn Rodec Hon
William Lindsay Yam
Lorie Dutzman Yam
Danny Lee Hon
EX L/W S/S
Sam Fleming Yam
Todd Keesee Yam
Bill Gash Yam
Ron Perry Yam
Gene Hall Yam
AM M/W S/S
John Oliver Hon
Charles Gainey Jr. Hon
Steve Reker Hon
Dale Veitch Hon
Chris Steele Hon
EX M/W S/S
Jamie Bowman Yam
David Estok Hon
Aaron Yates Hon
Brian Gibbs Hon
Bill Gash Hon
AM H/W S/S
John Oliver Hon
Charles Gainey Hon
Danny Sewell Suz
Steve Reker Hon
Scott Briscoe Hon
EX H/W S/S
Aaron Yates Hon
Joseph Nelson Kaw
Bill Gash Hon
Ralph Rimrott Hon
Brian Gibbs Kaw
EX L/W S/BK
Todd Keesee Yam
Sam Fleming Yam
Bill Gash Yam
John Lowman Yam
John Donnelly Yam
AM M/W S/BK
Kent Wells Hon
John Blessed Hon
Steve Reker Hon
William Brandvold Hon
Dale Veitch Hon
EX M/W S/BK
David Estok Hon
Brian Gibbs Hon
Bill Gash Hon
Bill Knox Hon
John Sullivan Jr. Hon
AM H/W S/BK
Thomas Annis Suz
Stuart Vernon Hon
Danny Sewell Suz
Dirk Rimrott Suz
David Olin Suz
EX H/W S/BK
Michael Kraft Hon
Michael Fitzpatrick Hon
Stephen DeCamp Kaw
Joseph Nelson Kaw
Brian O'Callaghan Kaw
AM L/W GP
Ian Lineberger Yam
Gene Victori Yam
Pat Rowland Yam
William Lindsay Yam
Lorie Dutzman Yam
EX L/W GP
Michael Vadney Yam
James Williams Yam
Michael Glover Yam
Sam Fleming Yam
Bill Gash Yam
AM M/W GP
Kent Wells Hon
Scott Briscoe Hon
William Brandvold Hon
John Blessed Hon
Charles Gainey Hon
EX M/W GP
David Estok Hon
Bill Knox Hon
Bill Gash Hon
James Williams Yam
John Sullivan Hon
AM L/W S/TW
Kent Greenholt H-D
Billy George Duc
Danny Lee Hon
Scott Ferrerolf Duc
Michael Barvir Hon
Ed Stilley Hon
EX L/W S/TW
Brian Summers Hon
Donald Unger Duc
Richie Morris H-D
David Fine M-G
Bud Weber H-D
AM H/W S/TW
Kent Greenholt H-D
Billy George Duc
Scott Fetterolf Duc
Craig Pukall H-D
Michael Barvir Hon
EX H/W S/TW
Richard Eyman Duc
Tom Koch Duc
William Dietz Duc
Brian Summers Hon
Doanld Unger Duc
AM US TW/SPRT
Kent Greenholt H-D
C.J. Holmes H-D
Craig Pukall H-D
EX US TW/SPRT
Thomas Lechner H-D
Brian Gibbs H-D
Jerry Wallace H-D
Bud Weber H-D
Richie Morris H-D
AM SOLO GTU
Kent Wells Hon
Steve Reker Hon
Stuart Vernon Hon
Charles Gainey Jr. Hon
Scot Briscoe Hon
EX SOLO GTU
David Estok Hon
Jamie Bowman Yam
Brian Gibbs Hon
Ralph Rimrott Hon
Michael Vadney Yam
AM SOLO GTO
Rick Beggs Kaw
Thomas Annis Suz
David Olin Suz
Sean O'Keefe Kaw
Benjamin Torsiello Suz
EX SOLO GTO
Paul Schwemmer Hon
Michael Fitzpatrick Hon
Michael Kraft Hon
Brian Gibbs Kaw
Stephen DeCamp Kaw
U/L S/S
Gene Church Hon
Kevin Hunt Hon
Joseph Nelson Kaw
Earl Halford Suz
Thomas DuPont Kaw
U/L GP
Michael Kraft Hon
Michael Fitzpatrick Hon
David Estok Hon
John Sullivan Hon
Kevin Hunt Hon

Motocross
Sprout Patch MX
Billings, MO
May 8
By Gale Boswell

50
Corey Vestal Yam
Jon Still Yam
Ryan Southard Suz
60
Troy Lester Kaw
Drew Cunha Yam
80 BEG
Dustin Burleson Suz
Aaron Storey Kaw
Drew Cunha Kaw
80 SR
Lloyd Sweet Yam
Vernon Richmond Kaw
125 BEG
Daryl Haney Hon
Chris Haney Kaw
Dan Sanford Yam
Michael Still Hon
Mike Gilbert Hon
125 NOV
Travis Young Kaw
Eric Gaston Hon
Chris Byrd Hon
250 BEG
Eric Zentner Hon
Jack Harrison Hon
Bobby Lewis Yam
Brian Robbins Yam
Allen Boyd Kaw
250 NOV
Sam Henry Kaw
Brian Albertson Yam
Derrick Porter Yam
Roger Bellamy Hon
Loren Taylor Hon
250 INT
Josh Beckett Kaw
Paul Heisner Hon
COMB. OPN
Josh Beckett Kaw
R.D. Peterson Kaw
Billy Schooling Yam
Lance Jones Yam
Eric Gaston Hon
OVER 30
Jimmy Savage Yam
Perry Scott Hon
Karl Fowler Kaw
Brian Albertson Yam
Harold Nutter Kaw

Motocross
Huetter MX Park
Coeur d'Alene, ID
May 2
By Sue Lyle

P/W
Chaz Palmer Yam
Nicole LaMastus Yam
Jenifer Gunderson Suz
60
Nathan Goetz Kaw
Anthony Eppers Kaw
Tommy Austad Hon
80 BEG
Brian Casson Hon
John Stewart Suz
Anthony Zenahlik Hon
80 9-11
Derick Driggs Kaw
Tommy Austad Hon
Ian Mack Kaw
80 12-16
Jimmy LaMastus Yam
Cassidy Underwood Suz
Scott Ward Suz
80 OPN
Jimmy LaMastus Yam
Mark Dumas Hon
Cassidy Underwood Suz
125 BEG
Bryan Lukezich Kaw
Chad Linton Kaw
Marty Dean Suz
125 NOV
Jimmy LaMastus Hon
Jon LaGasse Hon
Shane St. John Hon
125 INT
Clayton Young Suz
David Charney Suz
Cyle Young Suz
125 PRO
Chaun McAlister Suz
250 BEG
Doug Peery Hon
Carl Crane Yam
Joe Sheridan Hon
250 NOV
Bill Kaiser Suz
Steve Skellenger Suz
Shane St. John Hon
250 INT
Vince Poff Suz
Peter Russell KTM
Jason Stippich Yam
250 PRO
Jason Klubben Hon
BTH
Peter Russell KTM
Ron Thacheimer Kaw
Damon Broers Hon
UTH
Dusty MacDonald Kaw
Stu Newton Kaw
Todd Wichelmann Yam
OTH
David Silvestri Suz
Mike LaMastus Kaw
Steve Skellenger Suz
OT
Oscar Sheets Suz
Joe Corder Kaw
Dean Harrison Hon
OPN
Dusty MacDonald Kaw
Ray Stafford KTM
Gary Tabor Hon

Motocross
Milan Cycle City
Milan, MI
May 2
By Marilyn Post

50
Andrew Ingles Hon
Jessica Beerbower Yam
Heather Bowman Suz
60
Jeremy Ball Kaw
85 BEG
P J Ingles Hon
Charlie Briston Suz
85 NOV
Randy Doviak Suz
Richard Watson Jr. Suz
John Williams Hon
Traverse Fuller Suz
Doug Browne Kaw
85 EXP
Tom Barron Suz
Rancil Hughes Suz
Chris Lowell Suz
Rick Doviak Suz
Jeremy Maul Suz
125 JR 12-15
Tom Barron Suz
Rancil Hughes Suz
Chris Beckington Suz
Chris Lowell Suz
Randy Bauer Suz
125 BEG
Tony Taylor Suz
Jeff Kowalewski Yam
Joseph Rodriguez Kaw
David Woodman Kaw
Todd King Suz
125 NOV
Paul Peterson Suz
Brady Becker Suz
Mark Glenn Suz
Todd Parent KTM
Neil Cooper Hon
125 INT
John Kidd Jr. Suz
Jonas Wildman Suz
Joe Oehlhof Suz
Jim Post Kaw
Jason Ernsberger Hon
125 EX
Allen Horne Suz
Aaron Becker Yam
250 OPN BEG
Doug Krug Hon
Scott Niva Kaw
Kevin Daton Suz
Myles Waterman Hon
George Towles Hon
250 OPN NOV
Todd Parent KTM
Joshua Giles Suz
Steve Borck Yam
Scott Thomas Hon
Bob Butzin Suz
250 OPN INT
John Kidd Jr Suz
Charles McConnell Hon
David Bowman Suz
Jon Stricker Yam
Jeff Beerbower Hon
250 OPN EX
Aaron Smith Yam
George Fanelli Hon
Craig Valle Suz
Andy Kimball Suz
John Putnam Jr Suz
OPN 16-24
Allen Horne Suz
Brady Becker Suz
Scot Poland Suz
Ryan Cornell Suz
Dave Schneyer Suz
VETS +25
Charles McConnell Hon
Keith Mikasa Kaw
Mark Cole Hon
Craig Langille Suz
VETS +30
George Fanelli Hon
Jeff Beerbower Hon
Brian Evans Yam
Shay Fisher Hon
Bill Vann Hon
VETS +35
David Bowman Suz
Brian Evans Yam
Bob Bolenbaugh Hon
Kenneth Ball Hon
Stanley Salter Hon
SR +40
Kenneth Ball Hon
Harold Turner Hon
Dan Post Kaw
Jim Oehlhof Suz
Stan Courtad Hon

Motocross
Actiontown MX
Dillwyn, VA
May 9
By Caryl Pigg

50
Blake Lucas ITA
Jeb Gaskill Yam
Billy Jones Hon
80 12-13
Mike Ford Kaw
Barry McCaslin Yam
80 14-15
Ryan Walls Kaw
VET A
Alan Kocotas Hon
Steve Barnett Yam
VET B
Mark Gray Yam
Bobby Mason Kaw
25 +A
Alan Kocotas Hon
Stacey Redifer Yam
25 +B
David Perrin Yam
John Ramsey Yam
Bobby Mason Kaw
OPN A
Danny Whitten Hon
125 A
Chris Taylor Yam
Steve Gaumer Kaw
Donnie Miller Yam
Kevin Mustain Kaw
Larry Menzel Kaw
125 B
John Drumheller Suz
Tony Rice Kaw
Mark Williams Yam
Lee Sutton Hon
Neil Shelor Kaw
OPN B
Jeff Bocchetti Hon
Trey Woody Hon
UNL B&C
Tony Rice Kaw
Neil Shelor Kaw
Jerry Hall Yam
Troy Downs Suz
250 B
Richard Whalen Kaw
Troy Downs Suz
Kevin McGee Hon
Jay Krueger Yam
John Polakowski Hon
CLGBY
Jamie Frazier Kaw
Steve Gaumer Kaw
Danny Whitten Hon
250 A
Chris Taylor Yam
Jamie Frazier Kaw
Kevin Mustain Kaw
125 C
Brian Strong Kaw
Richard Pitschender Yam
Andrew Mitchell Kaw
Ron Rollens Hon
Charles Burks Suz
250 C
Terry Cutlip Kaw
John Aragona Hon
Philip Kuhn Yam
Jerry Hall Yam
Bryan Loudermilk Hon

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

250% PRO PAYBACK
1993 O'NEAL PRO STYLE TROPHY SERIES
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FIVE SATURDAY NIGHTS
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STARWEST
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4 MILES NORTH OF PERRIS
IN MORENO VLY., CA. ON RAMONA EXPWY.
3 MILES EAST OF I-215
OVER $3,000.00 IN O'NEAL PRODUCTS TO BE AWARDED
OPEN PRACTICE ON TRACK
TUESDAY 9 - 2 & 4 - 10 PM
FUTURE EVENTS
SAT MAY 22, AMA LORETTA LYNN QUALIFIER
SUN MAY 23, NMA PONCA CITY QUALIFIER
MAY 30, DOUBLE CROSS UNDER THE STARS GRAN PRIX
SAT JUNE 5, NMA PONCA CITY QUALIFIER
SUN JUNE 13, CRC RACE
SAT JUNE 19, AMA LORETTA LYNN REGIONAL
SUN JUNE 20, NMA PONCA CITY QUALIFIER
GATES OPEN 3:00 PM
PRACTICE 4:30 PM
ENTRIES CLOSE 5:30 PM
RACING 6:00 PM
NO MEMB. OR LIC. REQ.
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Sat., May 22	Speedway Kart Series Race	2:00 P.M.
Sun., May 23	SRA GP & Open MX Prac.	6:30 A.M.
Sat., May 29	No MX Practice	
Sat., May 29	Sand Drags - Dbl. Elimination	6:30 A.M.
Sun., May 30	No MX Practice	
Sun., May 30	Sand Drags - Dbl Elimination	6:30 A.M.
Sat., June 5	Open MX Practice	8:00 A.M.
Sat., June 5	Speedway Kart Series Race	2:00 P.M.
Sun., June 6	GHR M/X & Open MX Prac.	6:30 A.M.
Sat., June 12	IKF Championship (Karts)	2:00 P.M.
Sat., June 12	Open MX Practice	8:00 A.M.

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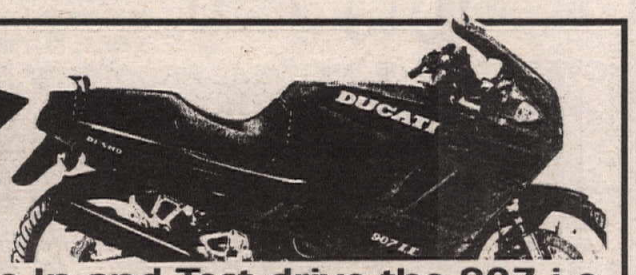

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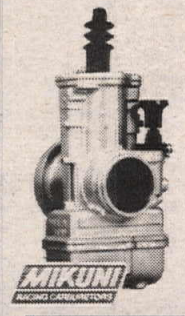

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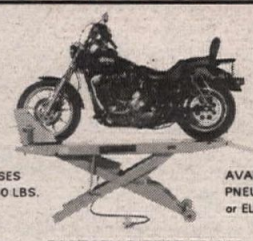

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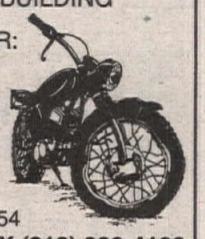

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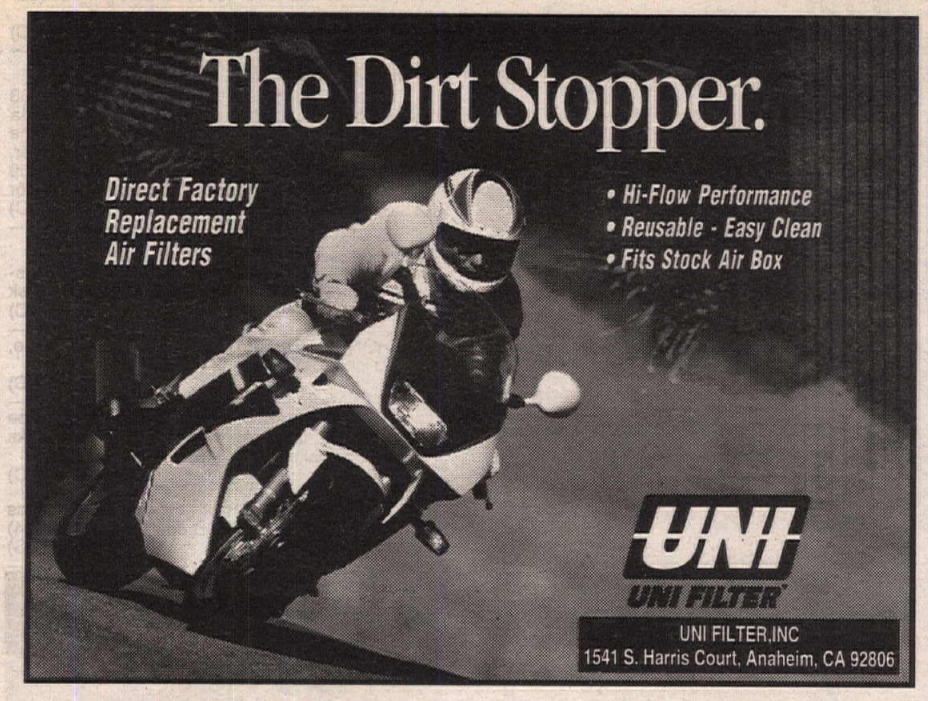

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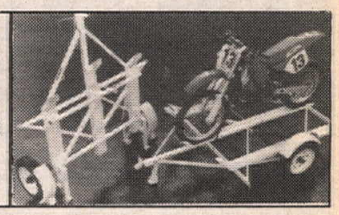

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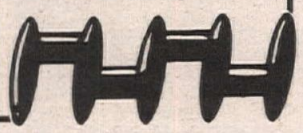

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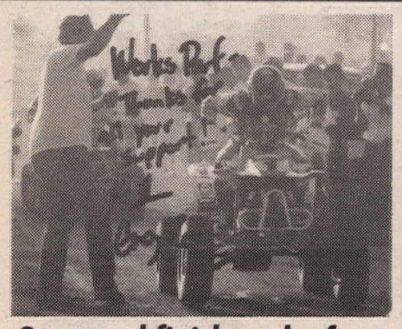
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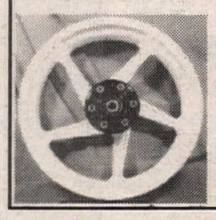

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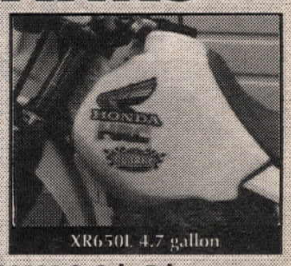

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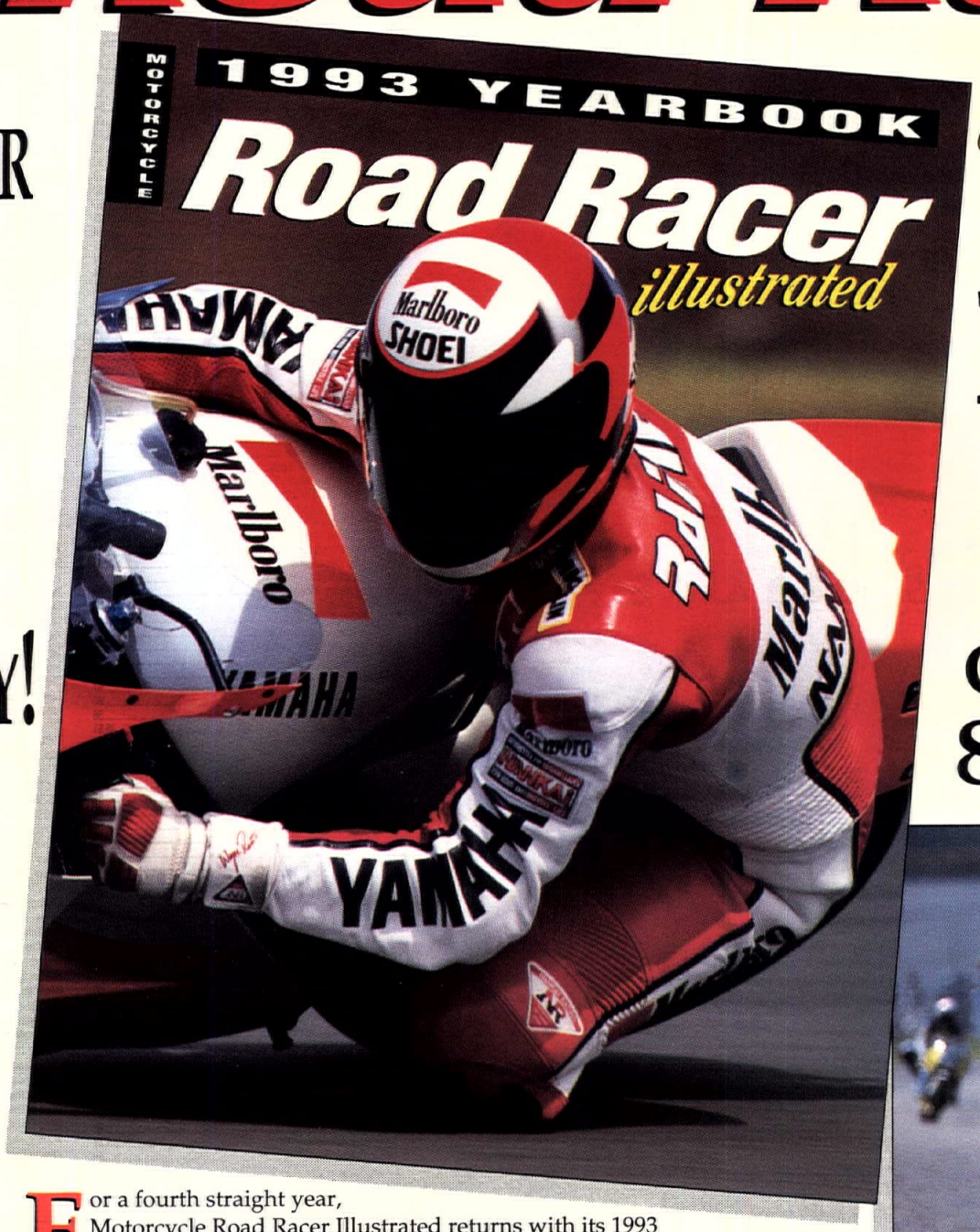

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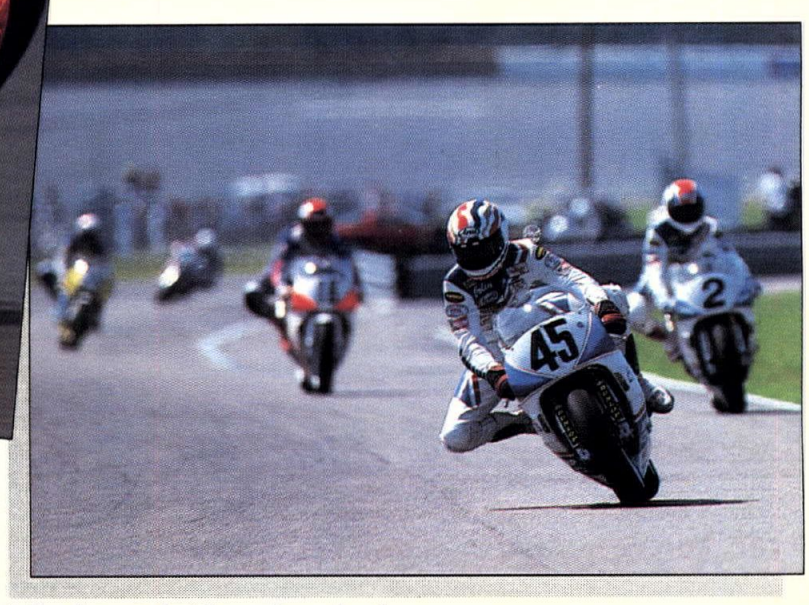

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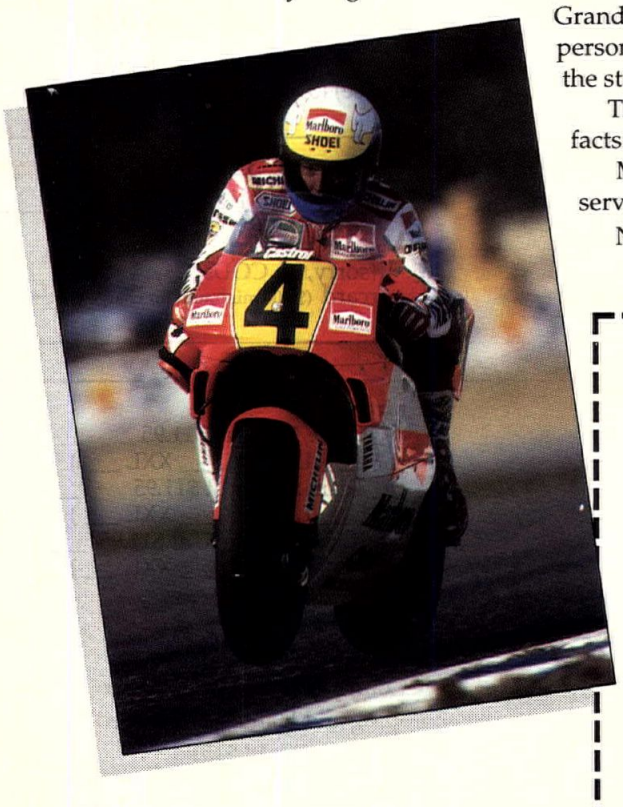

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Professional rider depicted on a closed course.

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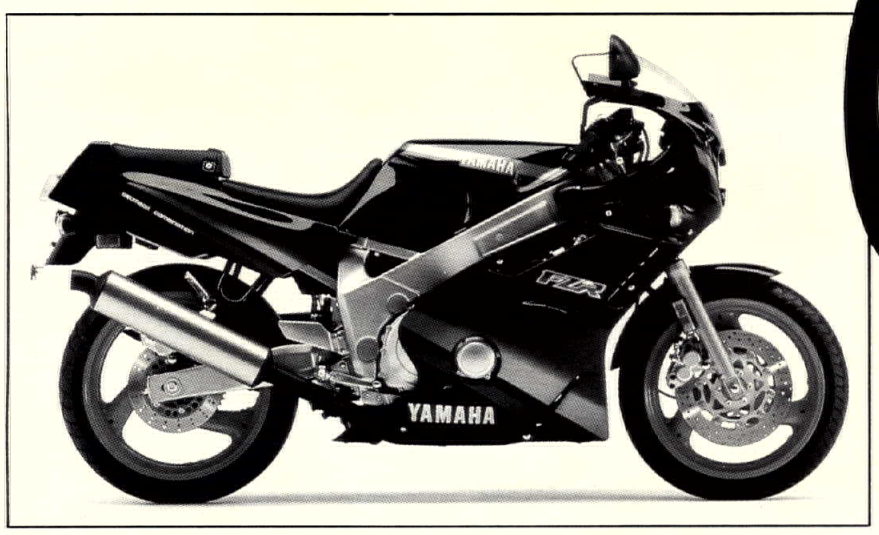

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Professional rider depicted on a closed course.

SECA II

Seca II is one of the best values that ever rolled down the road. You can tell from the styling that it's not a standard motorcycle. And it's not a fire-breathing one function machine either. ■ Seca II is the perfect blend of performance and versatility. It's built on the premise that a motorcycle can be built purely for the fun and freedom of riding. ■ It's incredibly responsive to your movements and demands, yet it's comfortable to ride, whether you're going solo or taking along a friend. Besides being a great value, it's an all-around performer. ■ Powered by an efficient 600cc lay-down Genesis-derived, six-speed engine, Seca II features downdraft carburetors for straighter fuel induction. Plus it has the torque and high end rpm to blitz a twisty road or roll smoothly down the freeway. ■ Seca II has attention-getting flair. There's a European influence, complete with a bold, "see me" engine style to show off the extensive details. ■ Seca II's broad performance suspension easily handles everything from city riding to twisty roads. Its racey aerodynamics keep wind away. And there are meticulous details that you probably won't discover until you've washed it a dozen times. ■ Seca II. It specializes in versatility. Dollar for dollar, it's the best all-around performer available. It's the one that will get you back into the enjoyment of riding a motorcycle. Back to the fun and freedom.■

There are few joys in life equal to the free-spirited thrill and experience of riding a motorcycle. ■ And that's why it's important for all of us to do our part as responsible riders. By following logical common-sense rules,we can maintain season after season of unparalleled enjoyment of our sport. ■ Always remember to review your Yamaha Motorcycle Owner's Manual before you ride. Before each ride, take time to check all your equipment. Always wear an approved helmet, eye protection. long-sleeved shirt, long trousers, gloves and boots. And always be sure your bike is in first-class condition before riding. Keep it well-maintained and always outfitted in accordance with state and local laws. ■ Provide parental supervision when a motorcycle is being operated by a minor. Every motorcycle rider should be aware of the limits of his or her skills, experience and ability, and ride accordingly. ■ Beginners should be extremely cautious, and allow extra time and distance for manuevering and braking. All riders should ride well within the limits of their abilities, never beyond them. ■ Please remember to "Tread Lightly." Always ride in a responsible manner, respecting the environment as well as all state and local laws. ■ Ride responsibly, and remember: motorcycle riders, as well as motorists, must practice defensive driving. ■ Do not drink and ride. It is illegal and dangerous. ■ Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, please call 1-800-447-4700. ■

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